

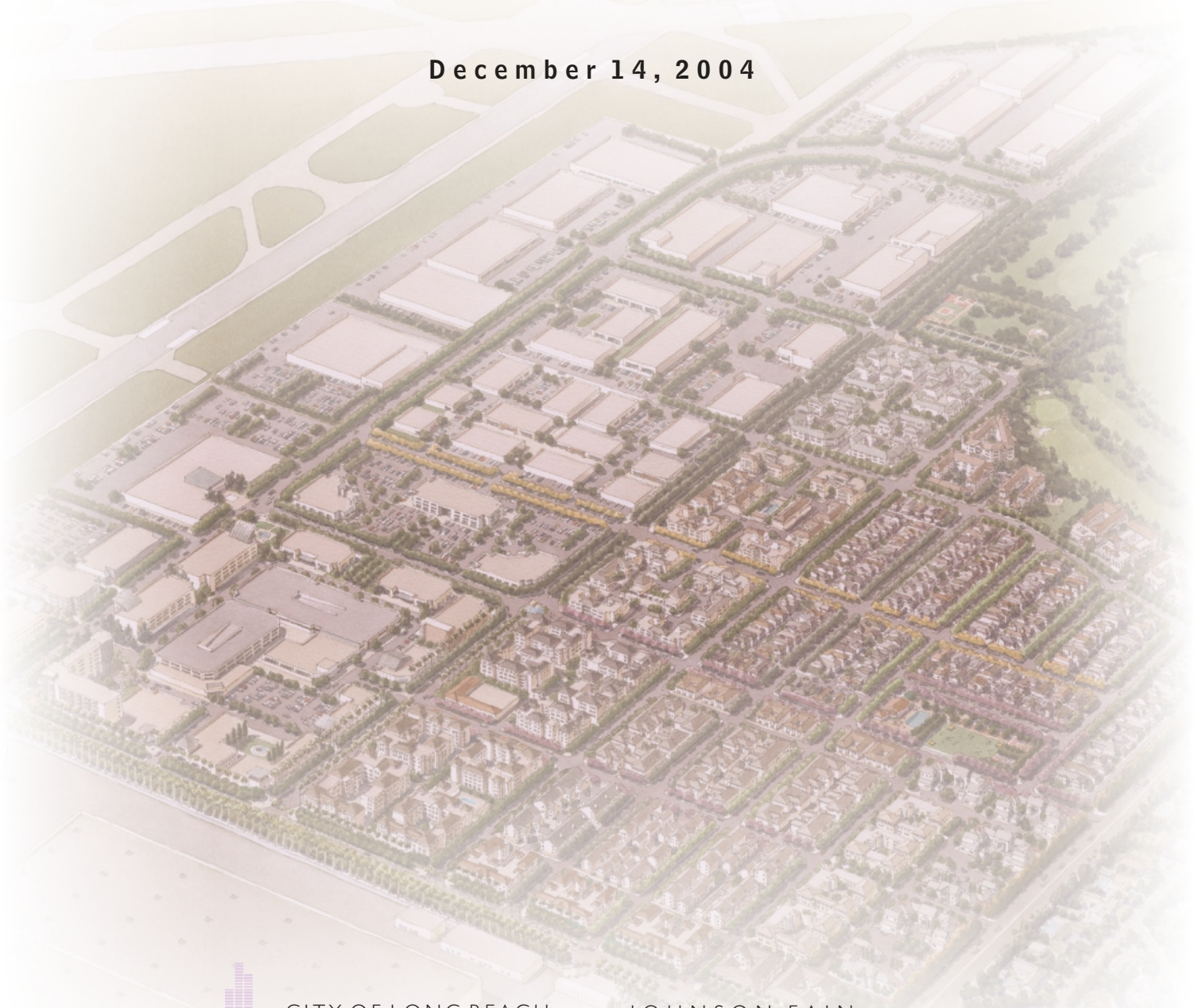


# DOUGLAS PARK

LONG BEACH

## PD - 32 DEVELOPMENT STANDARDS

December 14, 2004



CITY OF LONG BEACH

BOEING REALTY  
CORPORATION

JOHNSON FAIN

THE COLLABORATIVE WEST  
*Landscape Standards*



**DOUGLAS PARK**  
LONG BEACH

# **P D - 3 2 D E V E L O P M E N T S T A N D A R D S**

**December 14, 2004**



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**division I**  
**introduction**



## Development Standards

The Development Standards for Planned Development District 32 (PD-32) are intended to be consistent with the City of Long Beach Municipal Code (LBMC) except as otherwise noted. They are mandatory provisions that along with the Design Guidelines and the Development Agreement (DA) between McDonald Douglas Corporation, a wholly-owned subsidiary of the Boeing Company (Boeing) and the City will govern the development of the Plan Area within the City of Long Beach as defined in the Plan Boundary Map (see Figure 3 on page 11) unless a variance is obtained. They regulate areas such as land use, density, height, setbacks, streetwalls, view corridors, open space, parking/ loading and access.

The City of Long Beach may, at its discretion, grant variances to the Development Standards contained in this document where the enforcement would otherwise constitute an unreasonable limitation beyond the intent and purpose of the Development Standards, and where such a variance is consistent with the public health, safety and welfare.

Although every attempt has been made to make these development standards consistent with the LBMC, the Department of Planning and Building of the City of Long Beach shall resolve any conflicts between these two documents as part of the Design Review Process.



Figure 1 : Project Site and Vicinity Map

## **I n t e n t**

In reviewing development proposals and land use issues, the City Council, Planning Commission, and Site Plan Review Committee shall be directed by following goals and objectives:

### **General Urban Design Goals**

- The Master Plan shall acknowledge and appropriately respond to the varying contexts and adjacencies of the site – arterial boulevards, airport and airplane manufacturing, golf course and commercial and residential uses.
- The Master Plan shall create an Urban Design Framework that ensures the creation of a distinctive environment that creates long-term value and quality while being flexible enough to accommodate changes in the economy and real estate market. The urban design shall be based on a framework of proven historical patterns and precedents found in Long Beach's distinctive and historic neighborhoods.
- A sense of place shall be created with clearly defined street hierarchy and character. The majority of Long Beach streets are laid out in a rectilinear grid pattern, which is appropriate to creating compact, walkable districts and neighborhoods.
- The master plan shall establish pedestrian orientation and human scale by limiting block sizes to those based on historical patterns and precedent:

### **Streets**

- Design streets as places of shared use. Design streets as public open space to promote pedestrian orientation, sociability and safety. Street Right-of-Ways should be consistent with the minimum standards set forth in the Long Beach Municipal Code (LBMC table 47-1).
- Commercial streets should be scaled appropriately to accommodate pedestrian sidewalks and planted parkways. Major arterial streets with multiple traffic lanes should include landscaped features to maintain an appropriate human scale, and as a way to interface between residential and commercial uses.
- In accordance with the Master Street Tree Plan (see Division V), street trees shall be located to provide shade for pedestrians, and provide appropriate scale and rhythm to the street (regular spacing and consistent alignment).
- Street trees, parkway treatments, gateways and other landscape elements shall reflect the character of the community's most distinctive maturely landscaped streets (i.e. Bixby Knolls, Virginia Country Club, and Park Estates for residential streets and Ocean Boulevard in downtown Long Beach for commercial streets).

### Open Space

- The Master Plan shall incorporate public open space and parks to mitigate congestion and provide relief and recreation (in addition to providing private and usable open space per code LBMC Section 21.31.230).
- Locate parks as focal points in the residential portion of the master plan while creating a sense of invitation and comfort to a diversity of users.
- Design the parks to have a variety of passive and active uses while maintaining a serene character.

### Residential Uses

- Consistent with the Residential District Standards of the LBMC Chapter 21.31, create residential districts that are based on the scale and character of traditional Long Beach neighborhoods.
- In single family detached uses, locate garages at the rear of the property, accessed from rear alleys. This will maintain the sociability and pedestrian orientation of the neighborhood by limiting curb cuts and garage doors on the street.
- Promote high quality construction and amenities in a variety of architectural styles that promote well-being, neighborhood sociability and maintain value. Architecture should include features drawn from historic patterns and scale.
- Establish residential districts that reflect traditional neighborhood patterns, take advantage of open space amenities, and are compatible with adjacent land uses. Create appropriate and compatible transitions between single family and multi-family districts.
- On selected streets, establish “build to” lines that create a consistent street edge that defines the street as a pedestrian friendly cohesive space.
- Design residential units on the first level with individual stoops, porches and entrances to create visual interest, street level activity and neighborhood cohesion.
- To the extent possible, parking should be located below multi-family residential buildings in subterranean or semi- subterranean structures.

### Commercial / Mixed-Use Uses

- Development should emphasize pedestrian orientation and the creation of a distinctive village-like urban environment that mitigates conflicts between proposed commercial uses and new and existing residential uses.
- While carefully planning for the needs of vehicular circulation, emphasize a pedestrian friendly character with buildings located at front setbacks. Locate parking in structures or at the rear or side of buildings.
- Development should be appropriately scaled and based on compatibility with adjoining uses.

## Design Review Process

This section of the PD-32 Development Standards establishes the procedures and requirements for review of development and use permits, and shall be consistent with the LBMC. PD-32 will have two entities, the Boeing (or its successor) Design Review Committee (DRC) and the Planning and Building Department of the City of Long Beach (City), which will play a role in reviewing and permitting development proposals. These procedures are established in order to coordinate the review by the two entities.

The role of the DRC is strictly advisory, and its decisions shall not constitute implied City approval of a proposal. The Design Review Process with the City shall be governed by the Site Plan Review process contained in Division V of LBMC Chapter 21.25. The Development Standards contained in this document along with the Design Guidelines for the project shall be used by the City throughout the Site Plan Review process. Proposals not complying with these documents will be deemed unacceptable, and will be rejected.

While the City will strictly adhere to the requirements of the Site Plan Review process in the LBMC, the following provides a general guide to the applicant for the overall design review process, including special submittal requirements in addition to those in the LBMC.

### *Step 1 : Conceptual Site Plan Review*

Applicant shall submit conceptual plans in accordance with the application filing requirements and instructions of the City of Long Beach Planning Permit Application to the DRC for an initial review of compliance with the PD-32 Development Standards and Design Guidelines. Following such review, the DRC shall acknowledge conceptual approval of submittal in writing to the City prior to the applicant submitting plans to the City for Conceptual Site Plan Review in accordance with LBMC Section 21.25.502.B.

In order to maintain consistency with the maximum density thresholds stipulated in the Environmental Impact Report and the Development Agreement for the project, the initial written approval by the DRC shall include a summary of the total number of residential units and/ or commercial density (building area) approved and remaining to date. Both the written DRC approval and density summary shall be included as part of the initial submittal to the City for Site Plan Review.

### *Step 2 : Site Plan Review*

Upon approval of Conceptual Site Plan Review by the City, the applicant shall submit a Design Package in accordance with the application filing requirements and instructions of the City of Long Beach Planning Permit Application to the DRC for review. Upon



review and written acknowledgement of approval by the DRC to the City, the applicant shall submit the Design Package to the City for Site Plan Review in accordance with LBMC Section 21.25.502A.

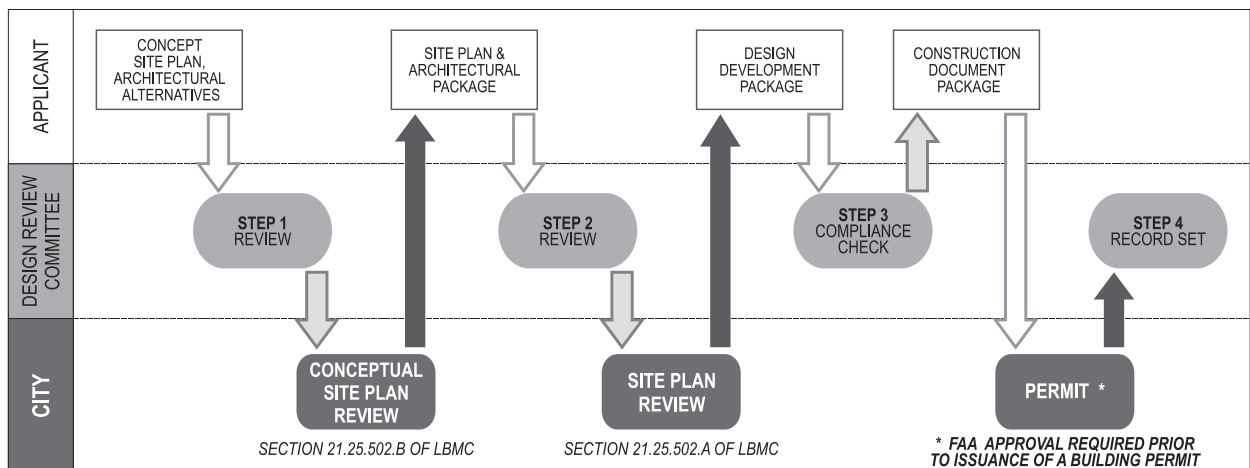
### *Step 3 : Compliance Check*

Applicant shall submit a Final Design Development Package (site plan and architecture) to the DRC for compliance check. The main purpose of this step is to confirm that project development is consistent with prior approvals and conditions prior to submitting for Plan Check with the City (construction ready documents). The City, at its discretion, may require submittal of this package for compliance with conditions of approval.

### *Step 4 : Record Set*

Upon receipt of Building Permit, the applicant shall file a complete copy of the permitted plans bearing the City stamps of approval with DRC.

**Federal Aviation Administration (FAA) Approval :** During the design process, the applicant must complete and submit Form 7460-1 to the FAA. Prior to issuance of a building permit a copy of all written findings from the FAA regarding compliance with Part 77 height limit regulations related to the Long Beach Airport.



**Figure 2 : Design Review Process**

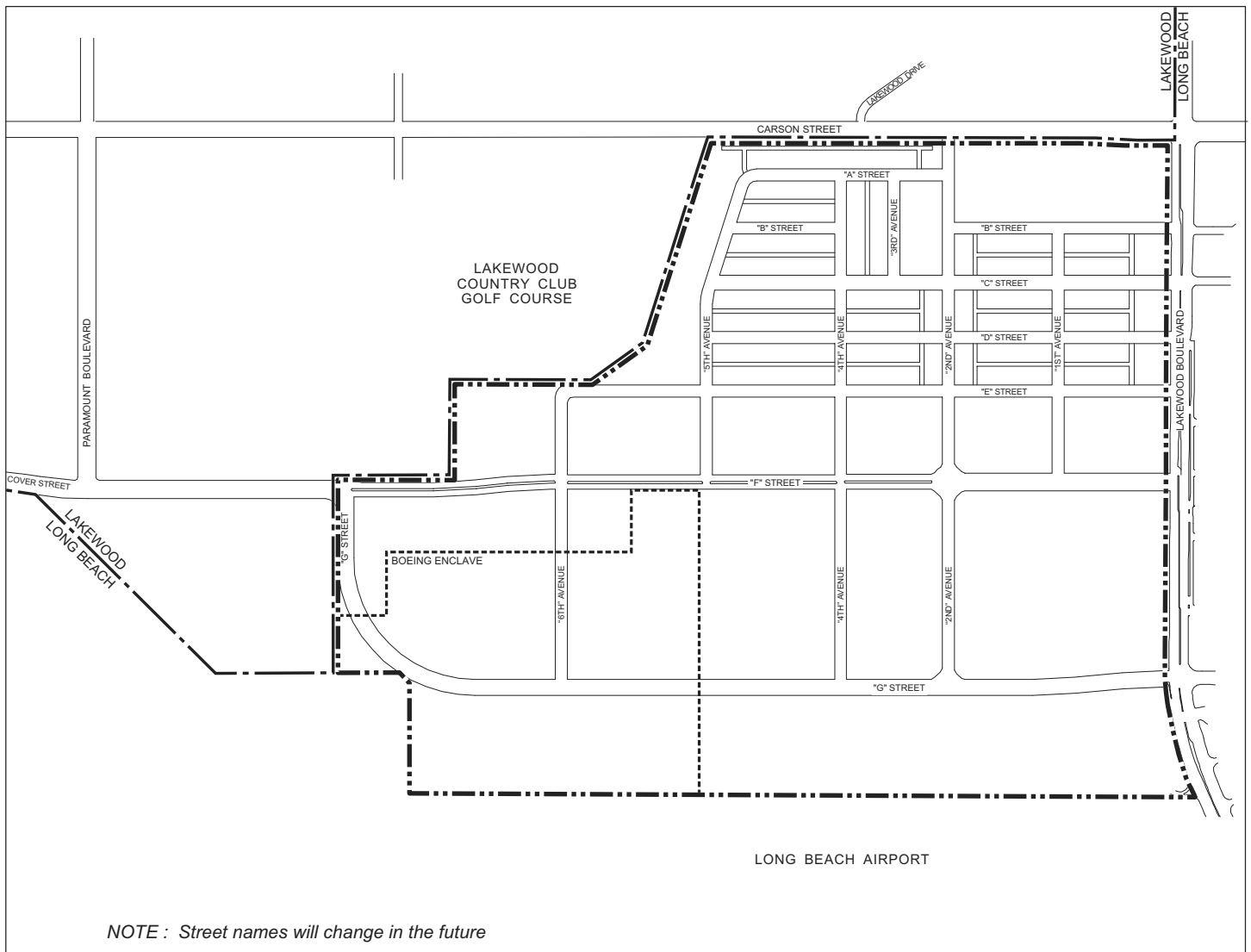


# **D i v i s i o n   I I**

## **E s t a b l i s h i n g   t h e   F r a m e w o r k**



## Establishing the Framework



- PD Boundary
- - - - - City Boundary
- ..... Boeing Enclave  
(This sub area will allow aircraft-manufacturing uses to continue. Should Boeing declare its intention to abandon current aviation-related uses within this sub area, the area will be developed with uses consistent with sub area 8A)

Figure 3 : Plan Boundary, Development Block & Street Grids

## Planning Sub Areas

The PD-32 planning area is divided into eleven sub areas as illustrated on Figure 4. The intent and general standards for each of these sub areas are as follows:

### Residential Sub Areas

#### *Sub Area 1A*

Located along Lakewood Boulevard, this high density, multifamily residential district is intended to create an articulated and consistent urban edge of multi-story residential buildings that relate to the scale of the boulevard, and act as buffers for the lower density residential uses to the west. A small public park at the corner of Lakewood Blvd. and Carson Street will be adjacent to part of this sub area.

This sub area shall be consistent with the R-4-N District of the LBMC, unless otherwise specified in this document.

#### *Sub Area 1B*

This sub area is located along “F” Street, and it will be the northern edge of a major “gateway” to the planned area. A Mixed Use Overlay zone is established along this edge, which will contain a mix of high density multifamily residential uses, along with active ground floor retail storefronts and pedestrian-serving uses with special on-street parking provisions.

The residential portions of this sub area shall be consistent with the R-4-N District of the LBMC, unless otherwise specified in this document.

#### *Sub Area 2*

This sub area will consist of townhouse (traditionally known as “rowhouse”) residential buildings. It is intended to become a major contributor to the character of the planned area with consistent building edges, lush landscaped streets, and use of alleys for garage access. This sub area will become the transition between higher density residential uses along Lakewood Boulevard, and the lower density residential uses to the west.

This sub area shall be consistent with the R-3-T District of the LBMC, unless otherwise specified in this document.

*Sub Area 3*

This sub area will consist of moderate density, multifamily residential uses. It is intended to provide a moderate density use as a transition to the existing scale of older and lower density developments to the north, with the higher density development along Lakewood Boulevard. Along the Carson Street edge, this sub area will provide a setback for the implementation of a bikeway connection.

This sub area shall be consistent with the R-4-R District of the LBMC, unless otherwise specified in this document.

*Sub Area 4*

This sub area is a single-family residential district with small and moderate sized lots, and will be based on the scale and character of traditional Long Beach neighborhoods, including the use of alleys for garage access. A major public park within this district will be the focal point and the heart of the neighborhood and will provide for a diversity of users.

This sub area shall be consistent with the R-1-M District of the LBMC, unless otherwise specified in this document.

*Sub Area 5*

This sub area consists of moderate density, multifamily residential uses. This sub area will serve as the project's edge to the existing Lakewood Country Club golf course. This edge is intended to be a porous urban edge that takes advantage of the golf course adjacency. Views to the existing golf course will be provided through the location of view corridors in the form of a small park, pedestrian connections, and landscaped easements. This sub area will provide a setback for the implementation of a bikeway connection.

This sub area shall be consistent with the R-4-R District of the LBMC, unless otherwise specified in this document.

*Sub Area 6*

This sub area consists of moderate density, multifamily residential uses. Located along "F" Street, it will serve as a continuation of the urban edge established in the mixed use district in Sub Area 1, and will act as a buffer to the lower density residential uses to its north. A major public park will become the anchor to the west of the sub area, and will provide for a variety of recreational use opportunities for all residents.

This sub area shall be consistent with the R-4-R District of the LBMC, unless otherwise specified in this document.

## Commercial Sub Areas

### *Sub Area 7*

This sub area located immediately west of Lakewood Boulevard is intended as a primarily office “main street” commercial use zone along with R&D, some light industrial uses, aviation-related uses south of “G” Street, as well as hotel and retail uses to be located along Lakewood Boulevard and/ or “F” Street.

Along “F” Street, this sub area is the southern edge of a major “gateway” to the project, and will be part of the Mixed Use Overlay zone in conjunction with Sub Area 1B. Such edge is envisioned as an active pedestrian edge with ground floor retail storefronts, pedestrian serving uses, hotel lobby/ public uses, and upper story commercial uses, along with special on-street parking provisions.

**Table 1 : Sub Areas**

Sub Area	Applicable LBMC Zoning District	Use Classification
Sub Area 1A	R-4-N	High-density Multiple Residential
Sub Area 1B	R-4-N	High-density Multiple Residential
Sub Area 2	R-3-T	Multi-family Residential, Townhouse
Sub Area 3	R-4-R	Moderate-density Multiple Residential
Sub Area 4	R-1-M-3500 **	Single-family Residential - detached unit with Alley. (35' x 100' lots)
	R-1-M-4500 **	Single-family Residential - detached unit with Alley. (45' X 100' lots)
Sub Area 5	R-4-R	Moderate-density Multiple Residential
Sub Area 6	R-4-R	Moderate-density Multiple Residential
Sub Area 7	N/A	Office & “Main Street” Commercial, Hotel, Light Industrial*, Aviation-related Uses
Sub Area 8A	N/A	Office, Commercial, Light Industrial*, Aviation-Related Uses
Sub Area 8B	N/A	Continued Aircraft Manufacturing Support, Light Industrial*
Sub Area 9	P	Parks and Private Recreation Area

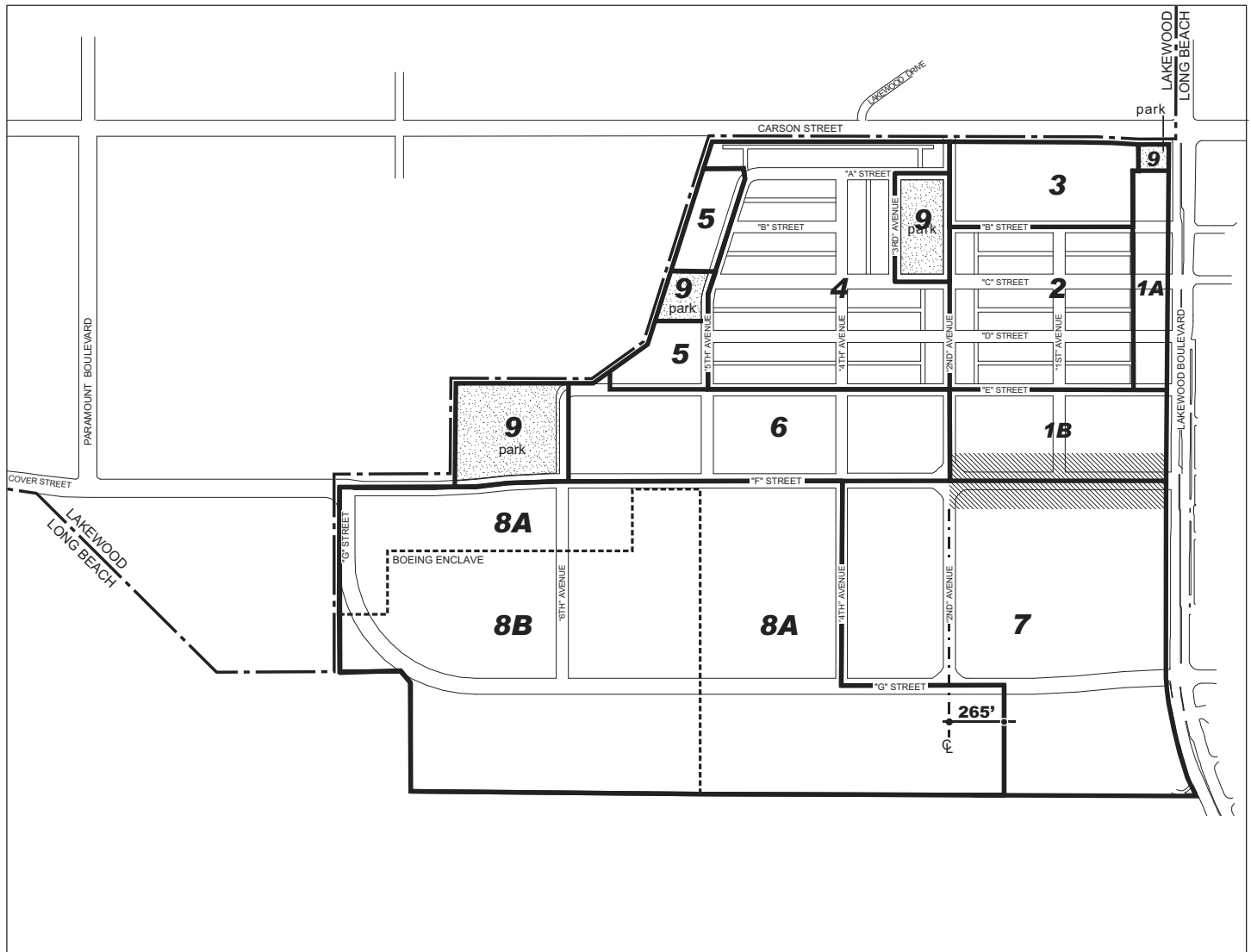
*NOTE : Sub Areas shall generally be consistent with the applicable LBMC zoning districts listed above except as otherwise provided in this document.*

*Accessory Use :- As defined in LBMC*

*\* Warehouse / Distribution: Warehouse and Distribution uses are prohibited as a principal use within Sub Areas 7, 8A and 8B. Warehouse and Distribution uses shall be permitted as an Accessory Use provided it does not, at any time, exceed fifty (50) percent of the total Floor Area located on the legal lot or parcel containing such Accessory Use within Sub Areas 7, 8A and 8B.*

*\*\* The numerical suffix refers to the minimum lot area.*





Mixed-Use Overlay Zone  
(See special development standards for sub areas 1B & 7)



All Parks shall be in Sub Area 9  
(See special development standards for additional landscaped buffers / landscaped setbacks within each sub area)



Boeing Enclave  
(This sub area will allow aircraft-manufacturing uses to continue. Should Boeing declare its intention to abandon current aviation-related uses within this sub area, the area will be developed with uses consistent with sub area 8A)

Note: The eastern boundary between sub areas 7 and 8A (south of "G" Street) shall be 265 feet east of the centerline of "2nd" Avenue.

Figure 4 : Planning Sub Areas

#### ***Sub Area 8A***

In addition to the uses in Sub Area 7, this sub area is intended to include light industrial uses, certain aviation related uses south of “G” Street, manufacturing, and warehouse/ distribution (as an accessory use).

#### ***Sub Area 8B***

Also known as the Boeing Enclave, Sub Area 8B is a 43.5 acre area currently housing facilities related to aircraft production; ground support; receiving and delivery operations; customer operations; aircraft and avionics testing; and other related uses. This sub area will allow aircraft manufacturing, and aviation-related uses associated with the existing area to continue. Should current operations of this sub area be discontinued, the area will be developed with uses consistent with Sub Area 8A, at which time the Development Standards for Sub Area 8A shall govern.

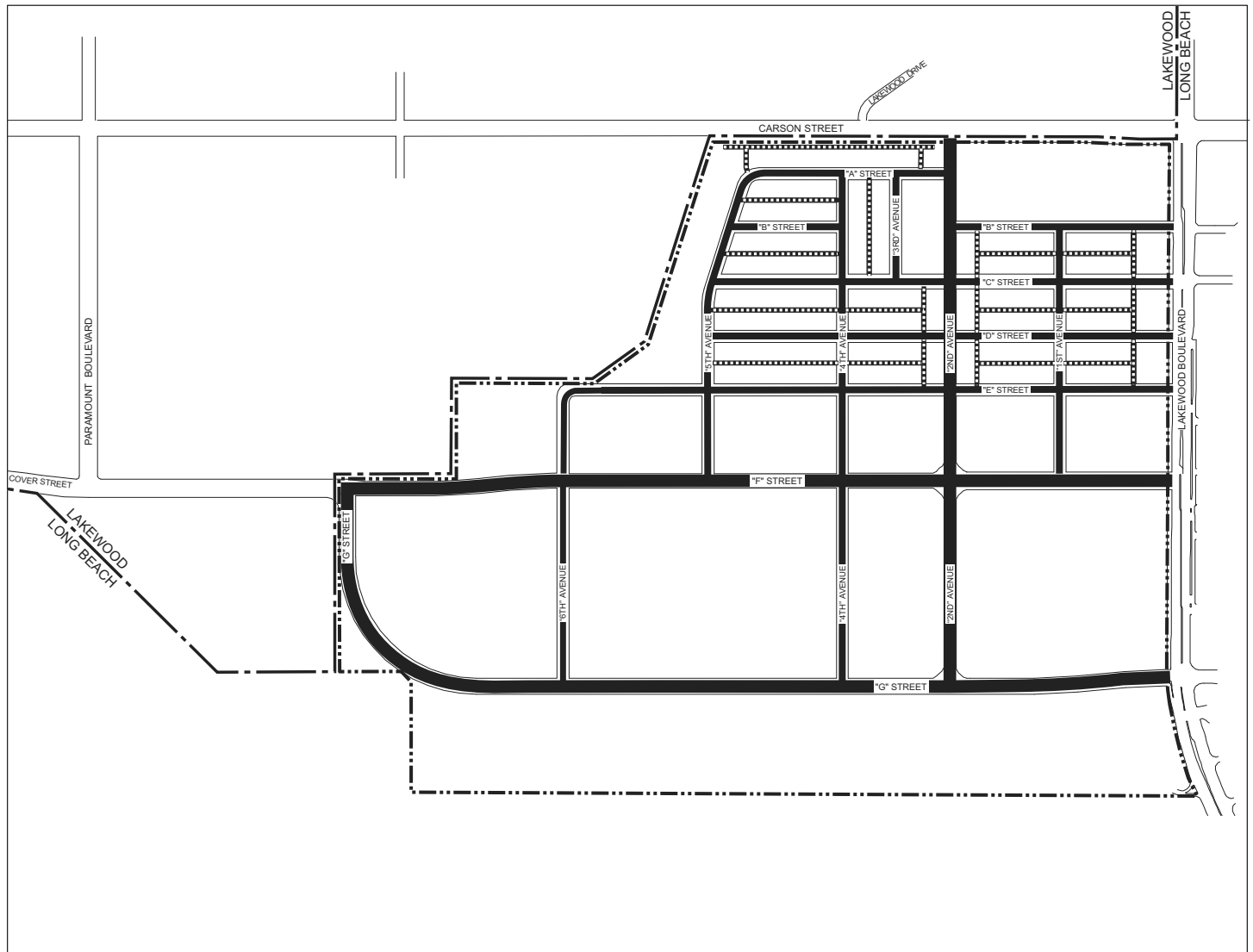
#### ***Sub Area 9***

This sub area shall include all parks noted in the sub area map (Figure 4). Development of such parks shall be consistent with the Park District of the LBMC, unless otherwise specified in this document.

#### **Street Hierarchy**

Public rights-of-way shall be reserved, dedicated and improved as provided for in LBMC Chapter 21.47 (Dedication, Reservation and Improvement of Public Rights-of-Way). Refer to Development Agreement (DA) between Boeing and the City for phasing and timing of improvements.

The Director of Public Works shall approve all proposed street improvements as part of the Site Plan Review Process, or as part of the approval for each Final Map.



-  Collector
-  Local Street
-  Required Private Alley

*Note: All on-site infrastructure will be developed in accordance with the infrastructure phasing plan in the Development Agreement (DA).*

*This map represents the street infrastructure at full build-out but does not include any additional private roads that might be necessary for access to individual buildings within any development parcels.*

Figure 5 : Street Hierarchy

## **Parks**

At full buildout, PD-32 will include four (4) public parks comprising at least 9.3 gross acres (not including the private portion of the park along 2nd Avenue - see Figure 6) . These four (4) parks are located on “F” Street west of 6th Avenue, on 5th Avenue at the terminus of “C” Street, on 2nd Avenue between “A” Street and “C” Street, and the southwest corner of Carson Street and Lakewood Boulevard. All park uses are to be Recreational as defined by the General Plan Open Space and Recreation Element and are to be fully accessible to the public. The Department of Parks Recreation and Marine shall approve all park improvements as part of the Site Plan Review Process, and in accordance with the Master Street Tree Plan. (Refer to Division V : Appendix).

### *Permitted Uses/ Development Standards*

Development of all parks shall comply with the provisions of LBMC Chapter 21.35 (Park District). The following exceptions shall apply:

- Campgrounds shall not be permitted.
- Recreational vehicle campgrounds shall not be permitted.

### *Parking*

The number of parking spaces required shall comply with the provisions of LBMC Chapter 21.41 (Off-Street Parking and Loading Requirements). The required parking shall consist of the parking spaces provided on site, if any, as well as curbside parking immediately adjacent to the park.

### *Exceptions*

- Soccer – provide twenty (20) spaces per field.
- Half court basketball – provide four (4) spaces per court.
- Play structures or play structure surface area – provide one (1) space per 500 square feet.
- Bandshell/Amphitheter – Developer of Sub Area 8 shall comply with the provisions of LBMC Section 21.41.223 (Parking-Joint use and parking district) for joint use parking conditions. Parking fees shall not be permitted.
- Recreational use (as defined by the General Plan Open Space and Recreation Element) – provide two (2) spaces per acre. This supersedes the Open recreation requirements in Table 41-1C of LBMC Section 21.41.216 (Parking-Required number of spaces).
- The park located on the southwest corner of Lakewood Blvd. and Carson St. does not require parking.

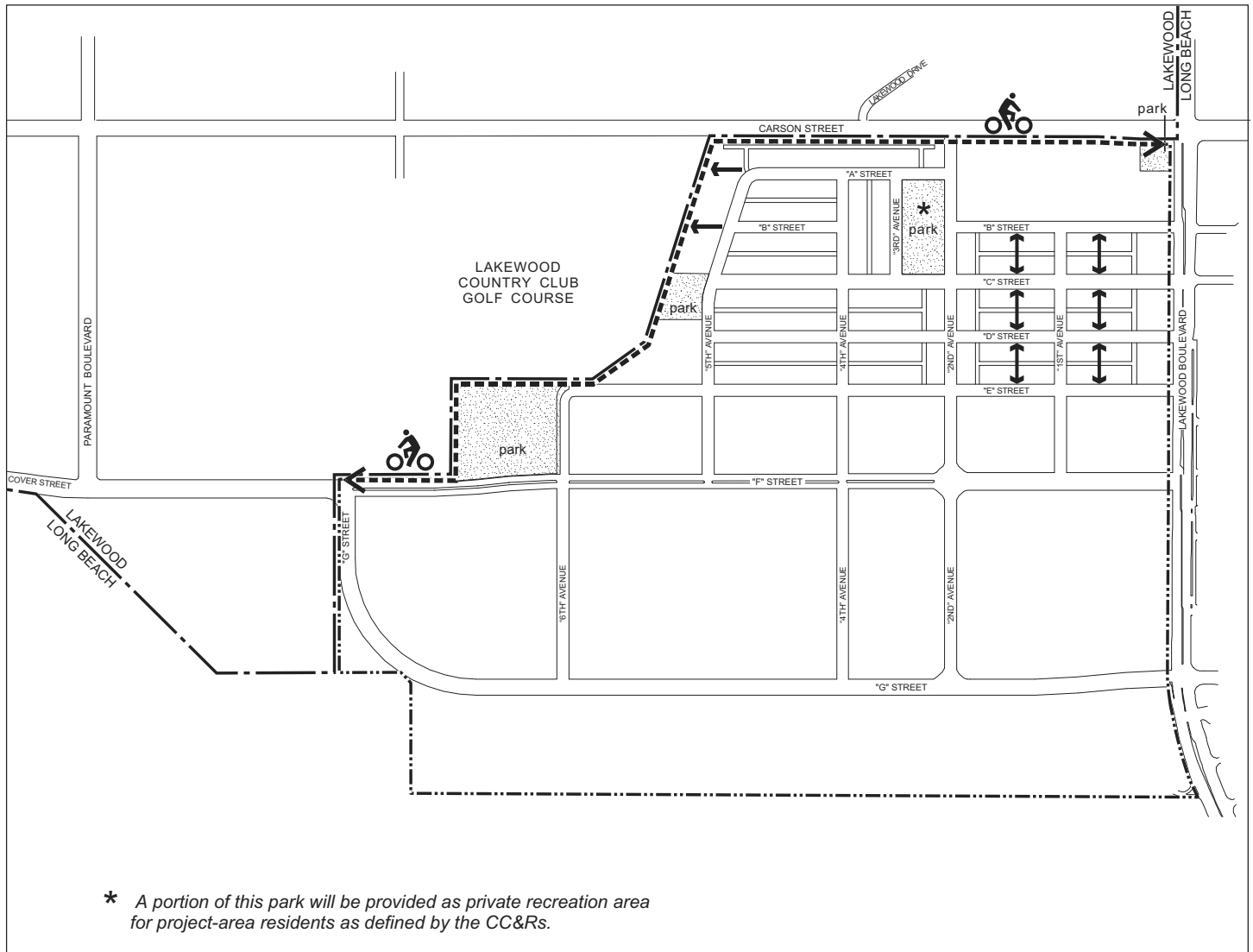


Figure 6 : Proposed Parks & Bike Paths

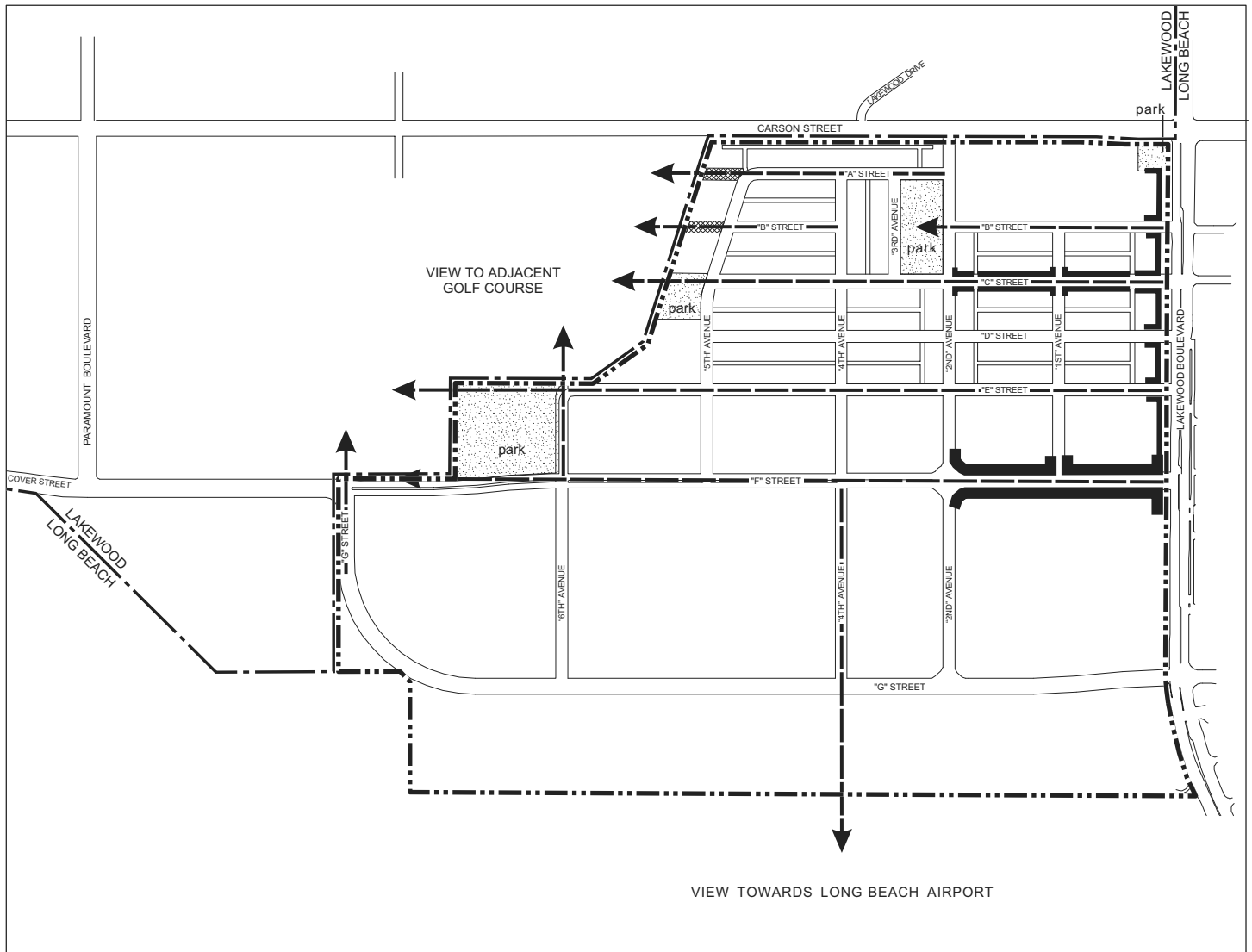
### **Build-To Lines**

Build-to-lines are defined as a continuous building edge at the property lines on designated streets, allowing for occasional breaks in the street wall for features such as entries, courtyards, or mid-block Paseos. They are established in selected locations to create a consistent street edge that defines the street as a pedestrian friendly cohesive space.

Certain streets have mandatory setbacks from the property line and are identified in the section on Setbacks in this document; build-to lines shall be observed at the boundary of such setback. See Special Development Standards (Division 3) in this document for specific requirements and criteria for each sub area.

### **View Corridors**

View corridors follow street alignments and are established to preserve orientation, provide a sense of place through visual linkages to the existing golf course, proposed park space and the Airport. No building or portion thereof shall block a view corridor. In the case of the designated view corridor terminating in the park at the end of “B” street, such view corridor may terminate in the recreation building located at the park, as long as the building is designed in a manner that reflects its importance.



View Corridors  
(Alignments shown on map  
are general in nature)



View Corridor Easements



Proposed Parks



Primary Build-To Lines  
(See special development standards for sub  
areas 1B and 7 for additional information)



Secondary Build-To Lines  
(See special development standards for sub  
areas 1A, 1B and 2 for additional information)

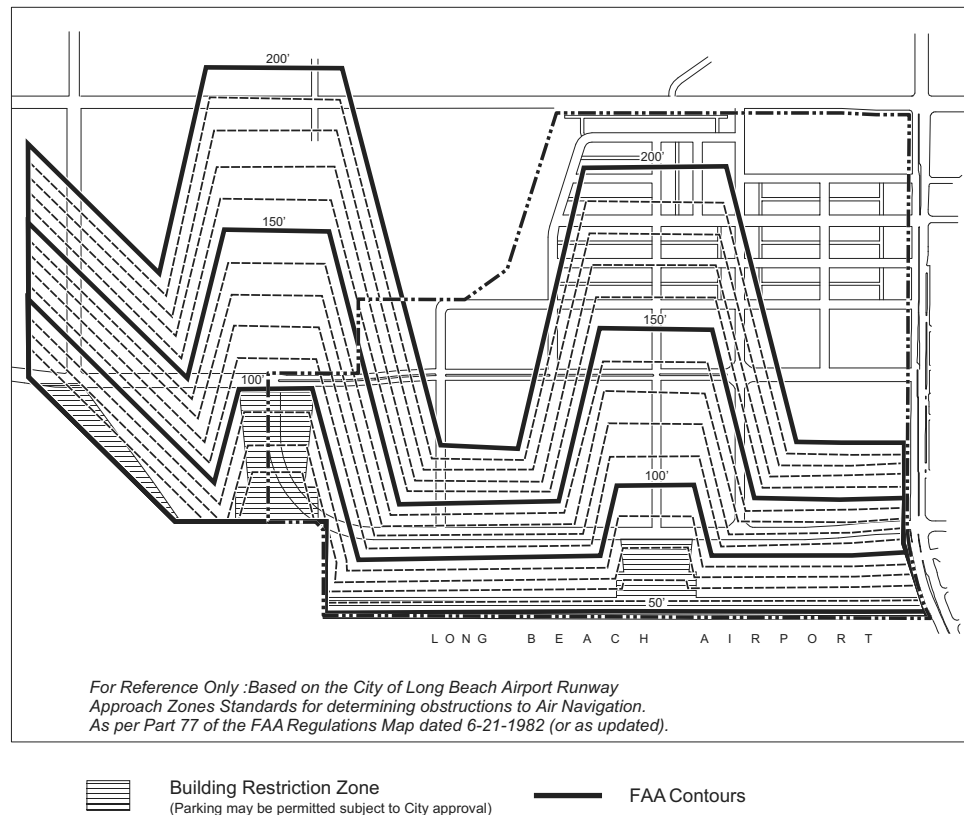
Figure 7 : Build-To Lines & View Corridors

## Generalized Height Zones

PD-32 has two types of height restrictions, and the most restrictive provision shall apply in every instance.

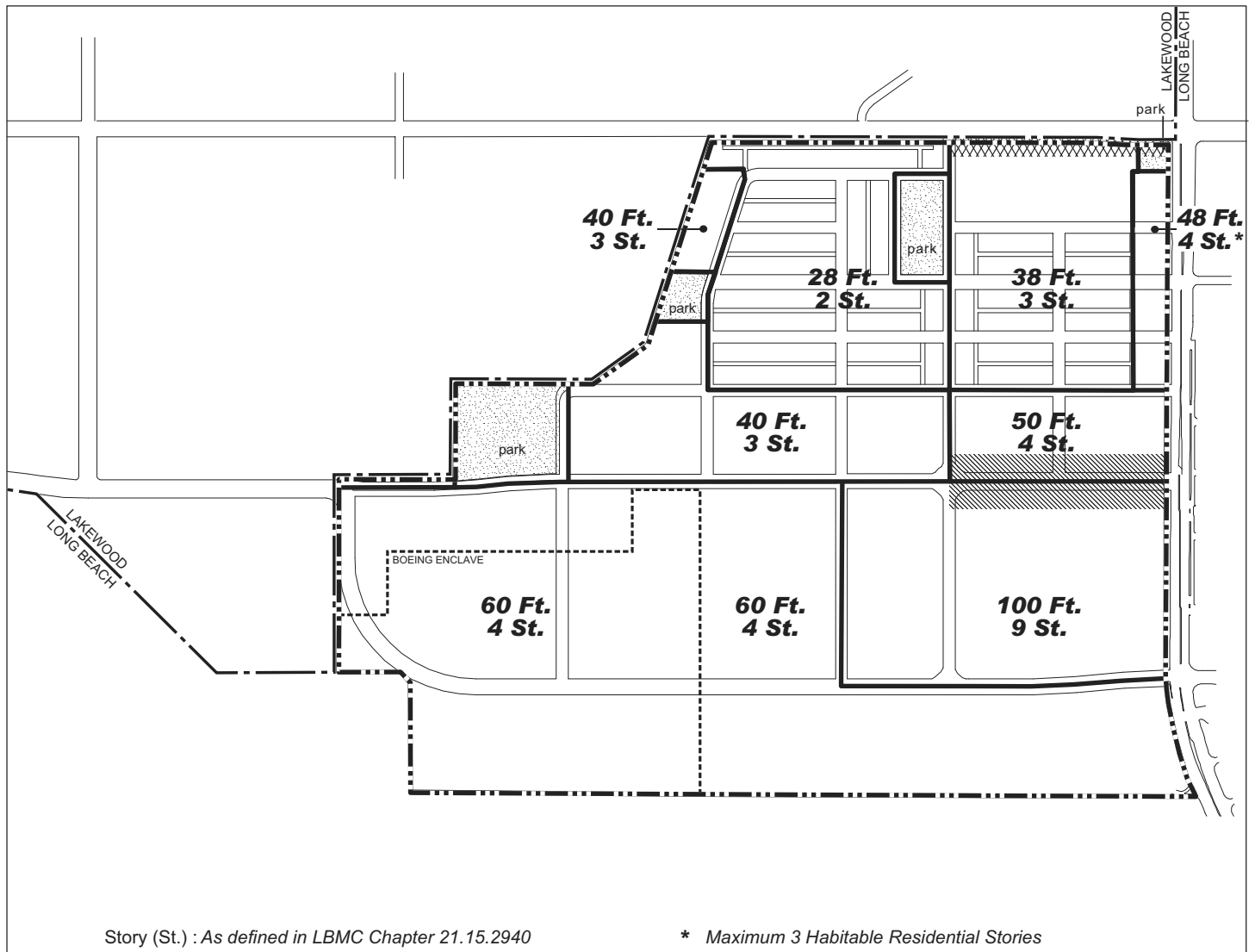
### *Federal Aviation Administration (FAA)*

All building heights shall conform to the Long Beach Airport – Runway Approach Zones – Standard for determining obstruction in air navigation – as per Part 77 of federal aviation regulations map dated 6-21-1982 (or as updated). The maximum heights depicted on such map are measured by mean sea level and must be measured to the highest portion of the structure, including antennas, signs, elevators, mechanical equipment and other appurtenances. The applicant is responsible for thoroughly investigating all restrictions for an individual parcel of land on the site, including the filing and processing of any required forms with the FAA (see Figure 8).



**Figure 8 : FAA Height Contours**





**Proposed Parks**  
(Maximum Bldg. Height = 30 Ft. with exceptions for band shells, overhead structures and sculptural elements)



**Mixed-Use Overlay Zone**  
(See special development standards for sub areas 1A & 7)

**NOTE :** The maximum height limits indicated on this map are further detailed in the special development standards. These heights shall be used in conjunction with Part 77 of the FAA Regulations Map dated 6-21-1982 (or as updated).



**35-foot height limitation**  
This height zone runs from the curb at Carson Street to a line 100 ft. south of the curb, and from Lakewood Blvd. at the east to 2nd Street along the west. (See special development standards for sub area 3)

**Figure 9 : Generalized Height Zones**

### *PD-32 Height Zones*

All building heights shall be consistent with the definition of height contained in LBMC Section 21.15.1330, and shall be measured from the curb to the top of the parapet or mid-point of a sloping roof of the proposed structures. Unoccupied architectural features may exceed these limitations through the Site Plan Review process, provided such features are consistent with the Urban Design intent of marking project entries, establishing street wall edges, and/or creating visual markers.

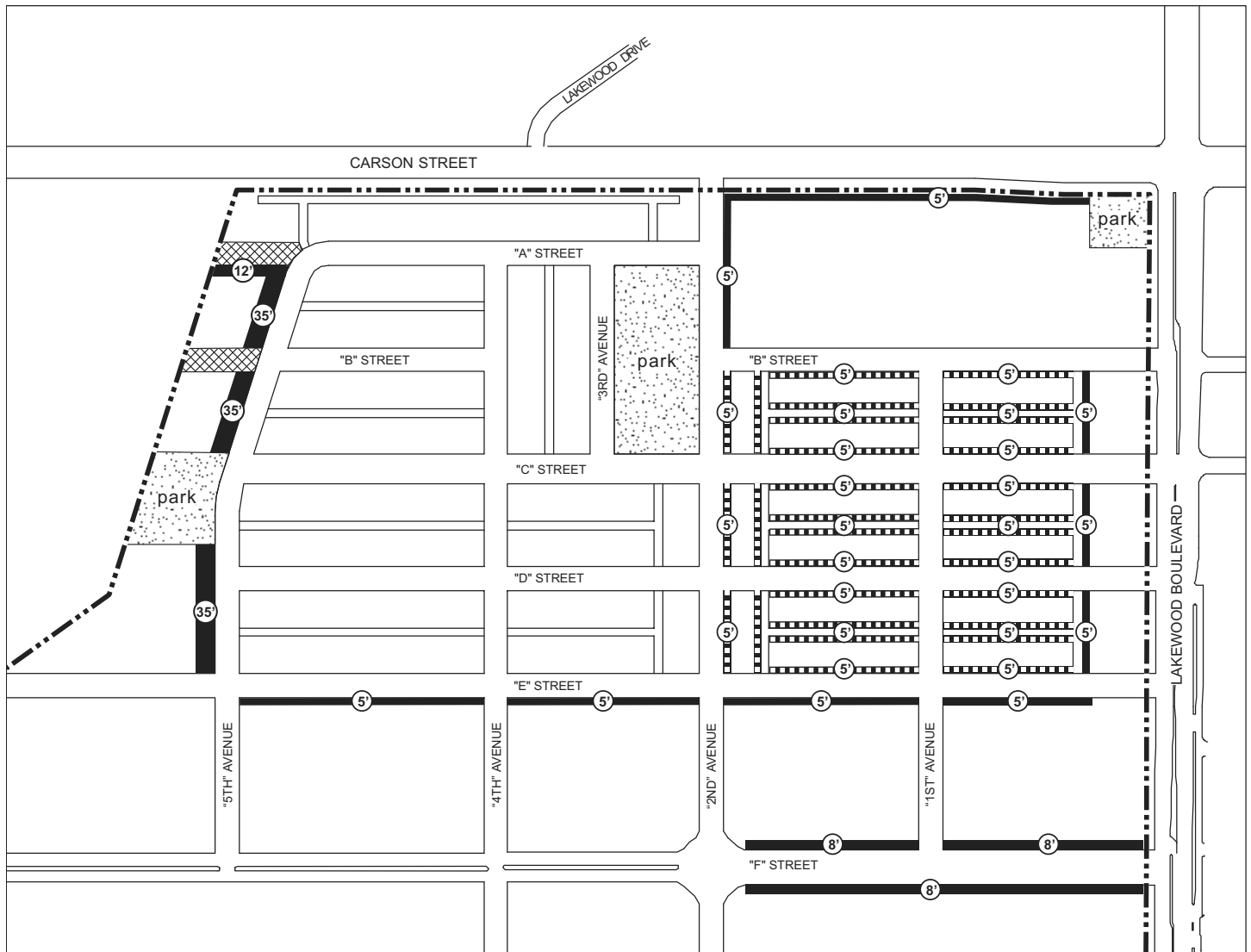
Figure 9 establishes the maximum permitted building heights in both feet and stories. A measurement of height shall use the definition of height contained in LBMC Section 21.15.1330.

### *Exceptions*

- Exceptions listed in LBMC Section 21.31.220 shall apply, excluding the R-4-H Height Incentive provisions in such Section.

### **Stepbacks**

Building stepbacks are in addition to building setbacks, and are established to create height and bulk transitions between buildings and public streets/ alleys/ parks, as well as between higher density uses and lower density uses. These transitions shall be controlled by building setback/ stepback requirements as shown in the illustrative sections included in Divisions II and III of this document.



- |  |   |  |   |
|--|---|--|---|
|  | 35-foot step-back at third story of golf-course condos along "5th" Avenue                     |  | 5-foot step-back across the street/alley from row-houses and single-family dwellings                |
|  | 12-foot step-back at third story of golf-course condos along view corridor                    |  | 5-foot step-back at third story along street-frontage and alleys throughout sub area 2 (Row-houses) |
|  | 8-foot step-back along "F" Street<br>(See special development standards for sub areas 1B & 7) |  | View Corridor Easements   |

Figure 10 : Step-Backs Diagram



**Division III**  
**Residential Sub Area Standards**



## Residential Sub Area Standards

Unless otherwise noted in this document, all development in the residential sub areas shall be consistent with the applicable residential districts development standards in the LBMC, as shown in Table 1.

### Permitted Uses

#### *Residential Uses*

Consistent with the Sub Area Map (Figure 4 ), the following uses shall apply to those sub areas.

**Table 2 : Residential Use Table**

Use	Sub Area 1A and 1B	Sub Area 2	Sub Areas 3 and 6	Sub Area 4	Sub Area 5
Single-family detached or attached	N	Y	Y	Y	Y
Multi-family dwelling	Y	N	Y	N	Y
Townhouse	Y	Y	Y	N	Y
Secondary housing units (see Section 21.51.275)	N	N	N	A	N
<b>Other Uses</b>					
Child day-care home - small or large facility [1-14 persons] (see Sections 21.52.249 + 21.15.480 + 21.15.490)	N	N	N	A	N
Electrical distribution station (see Section 21.52.223 + 21.15.960)	N	N	Y (Through SPR only in Sub Area 3)	N	N
Senior Housing	Y	N	Y	N	Y
Group home (1-6 persons) (see Section 21.15.1200)	Y	Y	Y	Y	Y
Existing Building 1C - Boeing Data Center	Y	N	N	N	N

Y = Yes

N = No

A = Accessory Use

Those uses which are permitted subject to an Administrative Use Permit or Conditional Use Permit shall be subject to the same processes defined in the LBMC.

#### *Commercial uses in Mixed Use Overlay Zone*

Sites fronting on both the northerly and southerly edges of "F" Street between Lakewood Boulevard and 2<sup>nd</sup> Avenue shall permit the commercial uses of the Neighborhood Commercial, Pedestrian-oriented (CNP) zoning district, Chapter 21.32 of the LBMC.

### Permitted Density

Table 3 establishes the permitted densities in each sub area. In calculating the number of units permitted on a site, the following shall apply:

#### *Maximum Number of Dwelling Units*

The maximum number of dwelling units in all residential sub areas shall not exceed 1,400 units. Note that using the Maximum Density (Dwelling Units per acre) throughout each sub area may yield an arithmetic result greater than 1,400 units, and therefore the Maximum Density is only intended to provide limited flexibility in the location of density, and shall not be interpreted as an entitlement.

**Table 3 : Permitted Lot Size & Density in Residential Sub Areas**

Sub Area	No. of Units / Lot	Minimum Lot Area (including alley easements)	Minimum Lot Width (excluding alley easements)	Maximum Density
Sub Area 1A	N / A	18,000 sq.ft.	120 ft.	50 DU / acre
Sub Area 1B	N / A	18,000 sq.ft.	120 ft.	50 DU / acre
Sub Area 2	N / A	18,000 sq.ft.	22 ft. *	20 DU / acre
Sub Area 3	N / A	18,000 sq.ft.	120 ft.	25 DU / acre
Sub Area 4	One	3,500 sq.ft.	35 ft.	14 DU / acre
		4,500 sq.ft.	45 ft.	10 DU / acre
Sub Area 5	N / A	18,000 sq.ft.	120 ft.	27 DU / acre
Sub Area 6	N / A	18,000 sq.ft.	120 ft.	25 DU / acre

**The maximum number of dwelling units in all residential sub areas combined shall not exceed 1,400 units. At least 120 of these units shall be deed restricted as senior housing.**

**There will be a minimum of 100 lots of at least 4,500 s.f. in Sub Area 4.**

*\* Refers to Unit Width - not Lot Width*



*Net Lot Area*

All densities are calculated on the basis of net lot area (lot size minus any required dedications for public right-of-way improvements)

*Fractional Densities*

Fractional densities shall not be counted in determining the number of units allowed on the site.

**Setbacks**

Setbacks shall be provided for the purpose of providing light, air, pedestrian and vehicular circulation, emergency access and general aesthetic improvements. All lots shall have one front yard and one rear yard, with the exception of through lots, which may have two (2) front yards and no rear yard. All other property lines for all lots shall be considered side property lines.

All setbacks shall be provided as specified in the Special Development Standards section (Division III) of this document. Semi-subterranean and subterranean parking garages must comply with the required building setbacks.

*Permitted projections*

The projections permitted into the required setbacks shall be those permitted in Table 31-3 of LBMC Section 21.31.215.

*Corner Cut-off*

At corners of properties at street intersections, intersections of streets and alleys and at intersections of driveways and property lines, new construction shall not be permitted in such a manner that it significantly impedes visibility between heights of 3 feet and 7 feet above the ground in a corner cut-off of at least 6 feet by 6 feet (measured from the intersection of the property lines or the intersection of a driveway, alley, and a property line). One vertical support element such as a column is permitted in the corner area, if the cross-section of the element fits within a circle with a diameter of 18 inches. This requirement may be waived through the Site Plan Review process if the Director of Public Works finds that the cut-off is not necessary

## Usable Open Space

Usable open space in terms of square feet per dwelling unit shall be provided as indicated in Table 4 of this document, unless noted otherwise. In all sub areas except Sub Area 2 and 4, each dwelling unit shall provide fifty percent (50%) of the open space as common open space and fifty percent (50%) as private open space. See Special Development Standards for each sub area for additional requirements and/or exemptions. Actual percentages can be adjusted through Site Plan Review.

The design of the open space shall comply with the open space requirements of LBMC Section 21.31.230.

**Table 4 : Usable Open Space Requirements in Residential Sub Areas**

<b>Sub Area</b>	<b>Min. Usable Open Space per Unit</b>
<b>Sub Area 1A</b>	150 sq. ft. *
<b>Sub Area 1B</b>	150 sq. ft. *
<b>Sub Area 2</b>	250 sq. ft. **
<b>Sub Area 3</b>	150 sq. ft.
<b>Sub Area 4</b>	10% of Lot Area ***
<b>Sub Area 5</b>	150 sq. ft.
<b>Sub Area 6</b>	150 sq. ft.

\* Private open space requirements for units facing Lakewood Boulevard or "F" Street can be met using common open space.

Refer to the special development standards for additional usable open space requirements for the mixed-use overlay zone.

\*\* 100 percent private open space is allowed.

\*\*\* Minimum usable open space dimension is 8 ft. Front porches within front setbacks with a minimum depth of 8 ft. can be used as part of the required open space.

All open space requirements must be accomplished within individual parcels. However, on lots less than 4,500 sf, off-set side yard easements may be allowed at the discretion of the Director of Building and Planning, but area not on the subject parcel may not be used to meet minimum dimension or area requirements.

At least 50% of the minimum usable open space must be open to the sky.

Definitions of Usable Open Space, Common Open Space and Private Open Space shall be per LBMC.

**Minimum Courtyard Dimensions**

In multi-family projects, and in the event that courtyards are used as part of the Usable Open Space requirement, courtyards shall be designed to create an attractive and comfortable on-site open space area in order to enable residents to enjoy outdoor living and recreational activities. Courtyard designs shall conform to the standards as specified in LBMC Section 21.31.242.

**Residential Amenities**

Multi- family residential buildings in Sub Areas 1, 3, 5 and 6 consisting of 20 or more units shall provide a common recreation/ multi-purpose room or rooms of three hundred (300) or more square feet furnished with recreational facilities, or other recreational amenities such a swimming pool, play equipment, or other facilities directed to a specific demographic section of the housing market which may be deemed to be of equivalent value by the Site Plan Review Committee or Planning Commission.

Additionally, residential developments shall provide storage cabinets or storage rooms and/or bicycle storage areas to the satisfaction of the Site Plan Review Committee.

**Privacy Standards**

Privacy standards shall apply to all multi-family residential development, and shall be consistent with LBMC Section 21.31.240, unless waived through the Site Plan Review Process.

**Accessory Structures**

With the exception of setbacks, which are set by this document; attached and detached accessory structures shall be subject to the development standards specified in LBMC Section 21.31.245.

**Pedestrian Access**

Location and design of building entries and elevators in the case of multi family residential development shall be subject to the development standards specified in LBMC Section 21.31.250.

**Distance Between Buildings**

Minimum separation of two (2) or more detached principal use buildings on the same lot shall be eight feet (8').

### **Mechanical Equipment Screening on Rooftops**

All mechanical equipment on rooftops shall be screened from public view by solid screening devices at least as high as the equipment being screened. Development standards specified in LBMC Section 21.31.265 shall apply.

### **Trash Receptacles**

All trash areas shall be screened from public view on all sides. See LBMC Section 21.46.080 (21.31.245?) (Accessory Structures) for additional requirements.

### **Utility Meters Screening**

All utility meters shall be fully screened from view from a public right-of-way. The development standards in LBMC Section 21.31.270 shall apply.

### **Undergrounding of Utilities**

All projects requiring site plan review shall underground all overhead utility service to the site. The utility company's design of the electric system, including locations and aesthetic treatment, shall be in accordance with the regulations of the Public Utilities Commission of the State of California.

### **Off-street Parking and Loading Requirements**

Parking and loading areas shall be provided as required in LBMC Chapter 21.41 (Off-Street Parking and Loading Requirements).

#### ***Guest Parking Requirement***

The required parking for guests may be fulfilled by those parking spaces provided on-site as well those curbside parking spaces along the frontage of the streets immediately adjacent to the residential use. Street parking on both sides of "F" Street between Lakewood Boulevard and Second Avenue shall not be used to satisfy this requirement.

### **Vehicular Access**

Curb cuts are prohibited along Lakewood Boulevard and Carson Street with the exception of one right-in / right-out driveway for Sub Area 3.

### **Landscaping Requirements**

All lots in residential districts shall be landscaped as provided for in LBMC Chapter 21.42 (Landscaping Standards). The following exceptions shall apply:

*Street Trees*

- Street frontage within Sub Areas 1, 2, 3, and 5. Within the required setback area along all street frontages, except driveways, a minimum five-foot-wide (5') landscaping strip (inside dimensions to planter) shall be provided. This area shall be landscaped with one (1) tree for each twenty (20) linear feet of street frontage. These trees may be grouped, but at least one (1) group shall be located within each 100 feet of street frontage. Accent trees shall be planted at areas of significance, such as, intersections, pedestrian paseos, and key site heritage locations. For each tree three (3) shrubs shall be provided. This supersedes LBMC Section 21.42.040 B1 (Landscaping standards-R-3, R-4, and non residential districts excluding IM, IG, and IP industrial districts).
- For required trees, at least twenty-four inch (24") box (but not less than seven feet (7') in height) shall be provided. Accent trees that establish a point of significance, as described above, shall be thirty-six inch (36") box (but not less than ten feet (10') in height). This supersedes LBMC Section 21.42.040 C1 (Landscaping standards-R-3, R-4, and non residential districts excluding IM, IG, and IP industrial districts).
- Street trees shall be spaced as provided for in LBMC Section 14.28.020 (Planting). Alternate tree spacing may be approved by the Director of Public Works in accordance with the LBMC, these Standards, and the Master Street Tree Plan (See Division V).

*Parkway Landscaping*

- Plant material in parkways may be turf, groundcover, flowers, shrubs, and street trees. This supersedes LBMC Section 21.42.060 C2 (Landscaping standards-Public right-of-way).
- All new developments shall be required to provide street trees in the abutting parkway/sidewalk areas. The suggested species of street trees and spacing are listed in Division V. Alternative species may be approved through the Site Plan Review process and may be appealed to the Director of Planning and Building and the City Planning Commission.

**Fences and Garden Walls**

Fences and garden walls are permitted accessory structures subject to the development standards contained in LBMC Chapter 21.43 (Fences and Garden Walls).

**Signs**

On-site signs are permitted accessory structures subject to the development standards contained in LBMC Chapter 21.44 (On-Premises Signs).

## Special Development Standards

### Sub Area 1A:

Located along Lakewood Boulevard, Sub Area 1A is intended to create an articulated and consistent urban edge of multi-story residential buildings that relate to the scale of the boulevard, which shall act as buffers for the lower density residential uses to the west. A small public park at the corner of Lakewood Blvd. and Carson Street is adjacent to this sub area and shall be taken into consideration in the design of this sub area.

#### Setbacks and Building Stepbacks

**Table 5 : Setbacks for Residential Sub Area 1A**

Minimum Street Setback	Lakewood Blvd. Setback	Minimum Bldg. to Bldg. Setback	Minimum Alley Setback
15'*	26'	8'	15' **

\* *Stoops may encroach into the Street Setback*

\*\* *Measured from property line at centerline of alley. Minimum dimension from edge of alley is 5 ft.*

Building stepbacks are in addition to building setbacks, and are established to create height and bulk transitions between buildings and public streets/ alleys/ parks, as well as between higher density uses and lower density uses. These transitions shall be controlled by building stepback requirements as shown in the illustrative sections of this document. Where stepbacks are required, 25% of the frontage is allowed without a stepback.

#### Build-to line standard

For build-to- lines in Sub Area 1A, at least 60% of the ground floor building frontage at a minimum height of 15' shall be constructed along the established build-to-line. Articulated courtyard walls built along such line can be used to satisfy this requirement.

### **Facade Articulation**

No continuous building wall shall extend more than 60 feet in width without a facade articulation element. Facade articulation shall consist of elements such as expressed structural bays, pilasters, moldings, recessed wall panels, or display features to create visual interest.

### **Blank Walls**

Blank walls are not allowed along build-to-line frontages. Along other frontages, the maximum length of a blank wall without articulation or relief of at least 6 inches in depth shall be 25 feet.

### **Private Usable Open Space/ Balconies**

Balconies along the Lakewood Boulevard edge are discouraged. The requirement for private usable open space for units affected by this provision may be waived through Site Plan Review, provided that equivalent common usable open space is provided on site.

### **Vehicular Driveway Access**

Vehicular driveway access shall be taken via the alleys serving the site, or secondary neighborhood streets that will not disrupt pedestrian circulation. Access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. Mid-block driveway access along Lakewood Boulevard is not allowed. These requirements may be modified through the Site Plan Review process.

### **On-Grade Parking Garages**

#### *Location*

On-grade garages must be screened on street sides by residential units, the building entrance lobby or other portions of the building. The screening requirement may be waived through the Site Plan Review process only if the garage wall is deemed to be architecturally integrated into the design of the overall building, and is located along a secondary street.

#### *Architectural treatment*

Parking structures must be designed with the same care and attention as the buildings they serve. They shall be compatible in architectural treatment and detail.

#### *Screening*

Ramps, cars, and sources of artificial lighting in parking structures shall be minimally visible from public streets, public parks, and residential uses.

## Sub Area 1B:

Located along “F” Street, this sub area shall consist of a Mixed Use Overlay zone, which shall contain a mix of multifamily residential uses, with active ground floor retail storefronts and pedestrian serving uses with special on-street parking provisions.

**Table 6 : Setbacks for Residential Sub Area 1B**

Minimum Street Setback	“F” Street Setback	Lakewood Blvd. Setback	Minimum Bldg. to Bldg. Setback
15’	2’	26’	8’

\* *Private open space requirement for units facing Lakewood Blvd or ‘F’ Street can be met using common open space.*

### Setbacks and Building Stepbacks

Building stepbacks are in addition to building setbacks, and are established to create height and bulk transitions between buildings and public streets/ alleys/ parks, as well as between higher density uses and lower density uses. These transitions shall be controlled by building setback/ stepback requirements as shown in the illustrative sections included in this section of the document.

For four-story buildings, 70% of the “F” Street-fronting facade must provide an eight-foot step-back. The step-back may occur above either the second or third floor. The remaining 30% of the street-fronting facade may be constructed with no additional setback or step-back requirements. For three-story buildings, 30% of the “F” Street-fronting facade must contain an eight foot minimum step-back. The step-back may occur above either the first or second floor.

This criteria may be waived during Site Plan Review at the discretion of the Director of Planning and Building or the Planning Commission if the height of the street wall proposed is consistent with the existing or proposed street wall on the opposite side of the street.



### **Mixed Use Overlay Zone**

Frontages along “F” Street shall provide pedestrian-oriented uses, which are generally consistent with the CNP zone in Chapter 21.32 of the LBMC and will include the following:

- Restaurants & ready-to-eat foods
- Retail sales
- Personal service uses
- Lobbies of: hotels, office buildings, residential developments, movie/live theaters, or of any other entertainment uses
- Public plazas and outdoor dining areas.

Pedestrian-oriented uses shall occupy at least 60% of the ground floor building frontage on streets where active pedestrian uses are required. “Shadow” art galleries, historical displays, artist studios, back office uses or sales offices may be allowed as temporary transitional uses.

#### ***Minimum First Floor Height***

The minimum first floor height of uses on the ground floor shall be 16 feet above the adjacent sidewalk. Exceptions to this requirement may be granted through Site Plan Review.

#### ***Minimum Depth of Ground Floor Space***

Within the Mixed Use Overlay Zone, ground floor spaces shall have a minimum average depth of 50 feet. Any retail space that may occur at the corner of “1<sup>st</sup>” Avenue and “F” Street is exempt from this requirement. Other exceptions to this requirement may be granted through Site Plan Review.

#### ***Display/Clear Window Requirement***

Clear, non-reflective display windows/doors shall comprise at least 60% of the ground floor street facade of pedestrian-oriented uses. The maximum height of the bottom sill of required display windows shall not exceed 30 inches above the adjacent sidewalk. The minimum head height for storefronts and windows at the ground floor should be 10 feet above the adjacent sidewalk.

#### ***First Floor Elevation***

The first level of buildings which require ground floor pedestrian oriented uses shall have a floor elevation which approximates the elevation of the adjacent sidewalk.

### *Setback*

Required setback along streets with pedestrian serving uses shall be hardscape and shall be considered an extension of the sidewalk. No landscape of such setback is allowed.

### *Awnings and Canopies*

Store front canopies and/ or awnings are required unless waived through the Site Plan Review process. The minimum vertical clearance between the ground or street level and the bottom of the awning should be 10 feet. Awnings should be placed below the ground floor cornice (or below the sills of the second story windows if no cornice exists). Awnings should be divided into sections to reflect the major vertical divisions of the facade. The awning/canopy may encroach over the public sidewalk provided at least 4 feet of clearance is maintained from the street curb line. For awnings and canopies, the materials, shape, rigidity, reflectance, color, lighting, and signage, should relate to the architectural design of the building.

### *Entrances Facing the Street*

Entrances to uses on ground and upper floors must open onto the public right-of-way. Entrance doors should be setback at least three feet from the property line in order to avoid encroachment on to right-of-way.

### **Build-to-line standard**

For build-to- lines along “F” Street, at least 60% of the ground floor building frontage at a minimum height of 15’ shall be constructed along the established build-to-line. Arcades, colonnades, porches, and articulated courtyard walls built along such line can be used to satisfy this requirement.

If the remaining portion of the ground floor is setback, it shall not be more than 20’ in length nor setback more than 10’ from the build-to-line, in order to maintain the continuity of the intended street wall.

### **Facade Articulation**

No continuous building wall shall extend more than 60 feet in width without a facade articulation element.

Blank walls are discouraged, and the maximum width of a blank wall without articulation or relief of at least 6 inches in depth shall be 25 feet. Facade articulation shall consist of elements such as expressed structural bays, pilasters, moldings, recessed wall panels, or display features to create visual interest.

### **Building Height**

Additional building height on the first 100 feet of building depth fronting “F” Street (measured from “F Street property line) may be allowed through the Site Plan Review Process provided that such additional height is not used to increase the number of habitable floors allowed in this document, and the additional height is used for architectural features that are consistent with the “main street” vision for the street. In no case shall the allowed increase in height be more than 10 feet above the allowed building height.

### **Private Usable Open Space/ Balconies**

Balconies for the first two floors of “F” are not allowed, unless waived through Site Plan Review. The requirement for private usable open space for units affected by this provision may be waived through Site Plan Review, provided that equivalent common open space is provided on the same parcel.

### **Vehicular Driveway Access**

Vehicular driveway access is prohibited along frontages which require pedestrian-oriented uses. All other vehicular access shall be taken via the alleys serving the site or secondary neighborhood streets that will not disrupt pedestrian circulation. Access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. These requirements may be modified through the Site Plan Review process. Mid-block driveway access along Lakewood Boulevard is not allowed.

### **On-Grade Parking Garages**

#### *Location*

On-grade garages must be screened on street sides by residential units, the building entrance lobby or other portions of the building. The screening requirement may be waived through the Site Plan Review process only if the garage wall is deemed to be architecturally integrated into the design of the overall building, and is located along a secondary street.

#### *Architectural treatment*

Parking structures must be designed with the same care and attention as the buildings they serve. They should be compatible in architectural treatment and detail.

#### *Screening*

Ramps, cars, and sources of artificial lighting in parking structures shall be minimally visible from public streets, public parks, and residential uses.

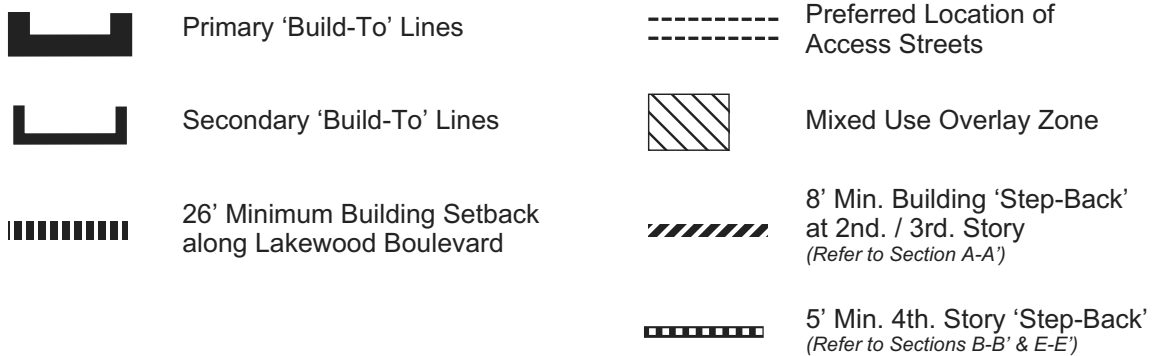
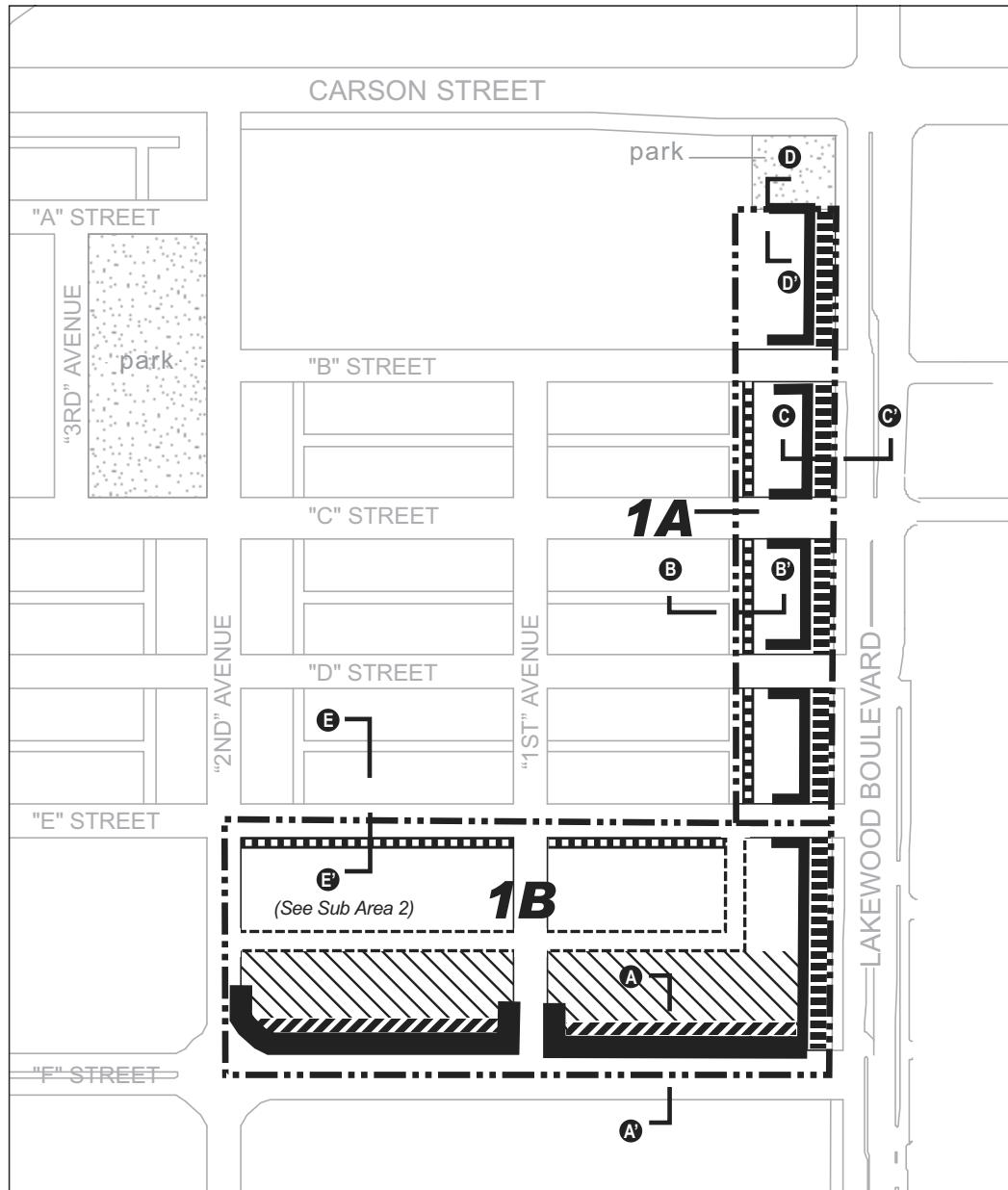
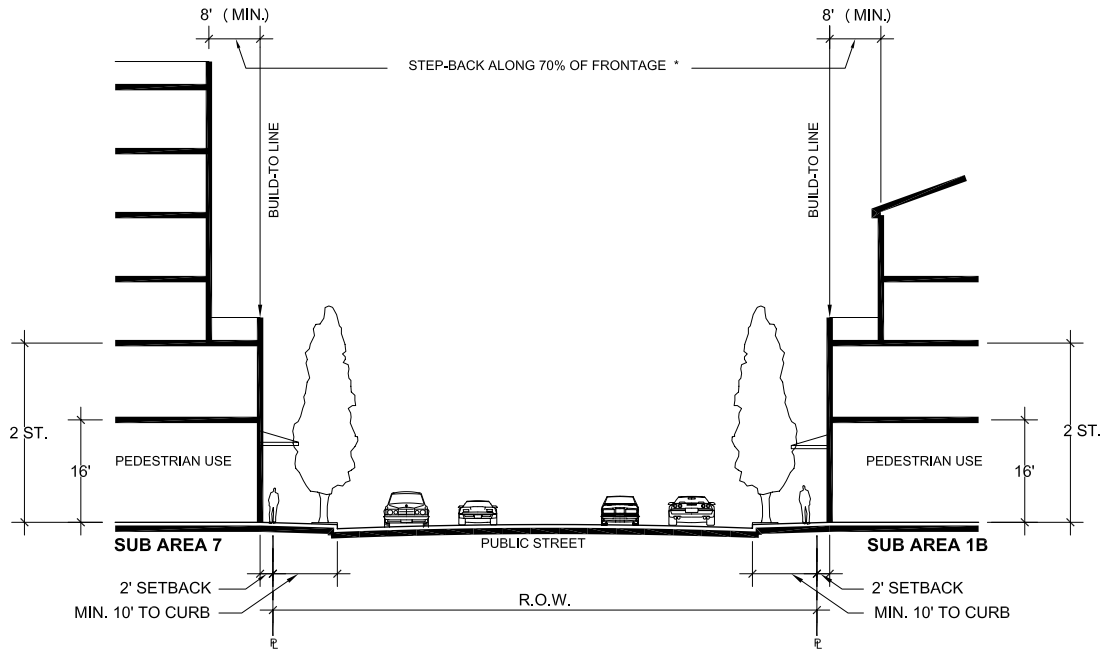


Figure 11 : Sub Areas 1A and 1B



\*NOTE: REFER TO STEP-BACK REQUIREMENTS FOR ADDITIONAL INFORMATION

Figure 12 : Section A-A'

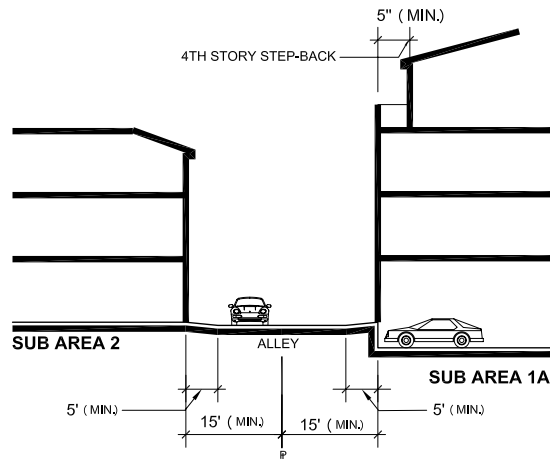


Figure 13 : Section B-B'

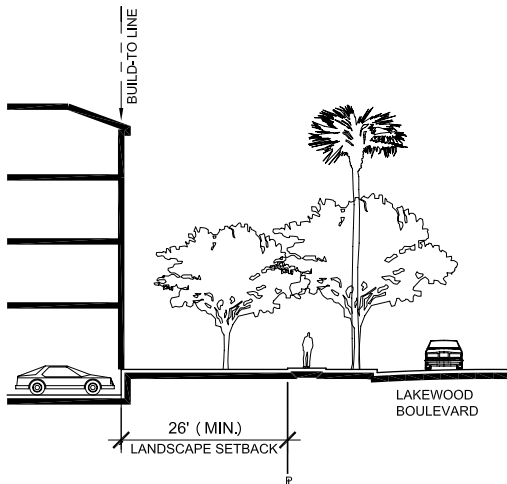


Figure 14 : Section C-C'

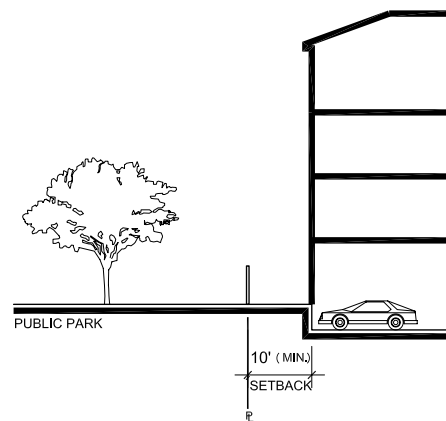


Figure 15 : Section D-D'

## Sub Area 2:

This sub area shall consist of townhouse (traditional row house) residential buildings. It is intended to become a major contributor to the character of the planned area with consistent building edges, lush landscaped streets, and use of private alleys for garage access. This sub area will become the transition between higher density residential uses along Lakewood Boulevard, and the lower density residential uses to the west. "C" Street leading to the park between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues is envisioned as the main residential entry way to the neighborhood.

### Setbacks and Building Stepbacks

Table 7 : Setbacks for Residential Sub Area 2

Minimum Street Setback	Minimum Rear Setback	Minimum Alley Setback	Minimum Bldg. to Bldg. Setback
10' *	15' **	15' @ alley ***	10'

\* Stoops and Porches may encroach 5 ft. into the Street Setback.  
Porches shall be as defined in the LBMC.  
Street setback to a 3rd story is 15 ft.

\*\* Measured from property line at centerline of alley.  
Rear setback to a 3rd story is 20 ft.

\*\*\* Measured from property line at centerline of alley.  
Minimum dimension from edge of alley is 5 ft.

Building stepbacks are in addition to building setbacks, and are established to create height and bulk transitions between buildings and public streets/ alleys/ parks, as well as between higher density uses and lower density uses. These transitions shall be controlled by building setback/ stepback requirements as shown in the illustrative sections included in this section of the document. Where stepbacks are required, 25% of the frontage is allowed without a stepback.

### Build-to line standard

Build-to-lines on both north and south sides of "C" Street are established along the required setback line (see illustrative sections). At least 60% of the ground floor building frontage at a minimum height of 15' shall be constructed along the established build-to-line. Porches located along this line are encouraged in this sub

area, and can be used to satisfy this requirement. In the event that porches encroach on setback as allowed in the setbacks section of this document; 100% of the ground floor of the building frontage shall be built to the build-to-line.

Other streets in this sub area are encouraged to follow this same build-to-line requirement.

### **Building Edge/ Facade Articulation**

Along build-to-line frontages, the intent in this sub area is to have the residential units aligned along a common setback in order to create a consistent and articulated urban edge of residential scale. No blank walls shall be allowed along the build-to-line frontages and facade articulation is required in the form of porches, entries, and other features to create visual interest.

### **Vehicular Driveway Access**

All vehicular access shall be taken via the required private alleys serving the sub area. Access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. This requirement may be waived through the Site Plan Review process if necessary.

### **Paseo - Mid Block Pedestrian Connection**

In order to promote pedestrian circulation and to provide meaningful massing breaks along the east west direction of the blocks in this sub area, mid block pedestrian connections called paseos are required. Such walkways shall have a minimum width dimension of 10 feet, shall be publicly accessible, and must align across alleys. This requirement may be modified through Site plan Review.

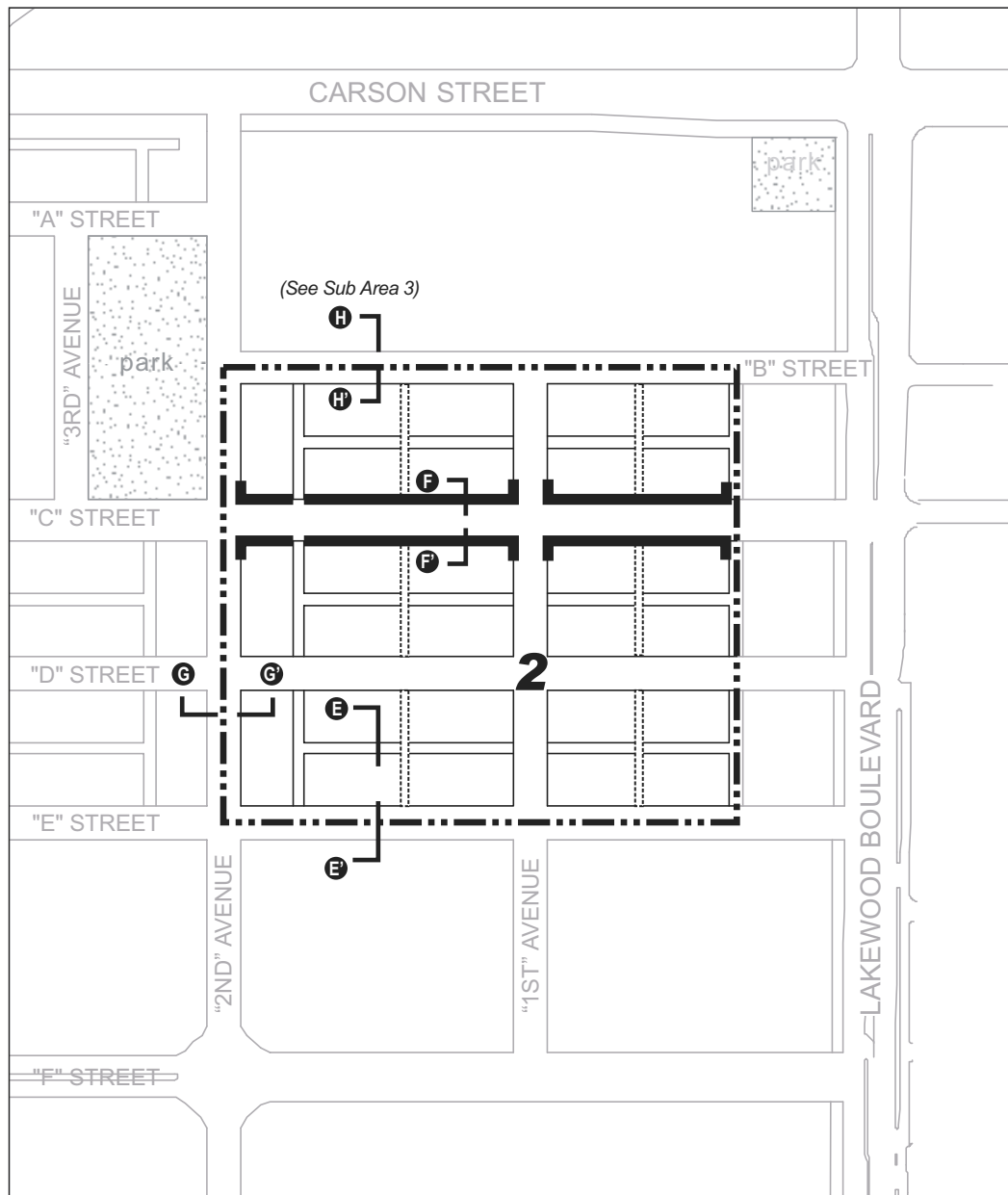
### **On-Grade Parking Garages**

#### *Location*

On-grade garages must be located at the rear of the lots and shall be accessible only through the private alley system serving this sub area. Parking in front yard setbacks is prohibited.

#### *Architectural treatment*

Garages must be designed with the same care and attention as the buildings they serve. They should be compatible in architectural treatment and detail.



Secondary 'Build-To' Lines



'Paseo' : Mid-Block  
Pedestrian Connection

Figure 16 : Sub Area 2



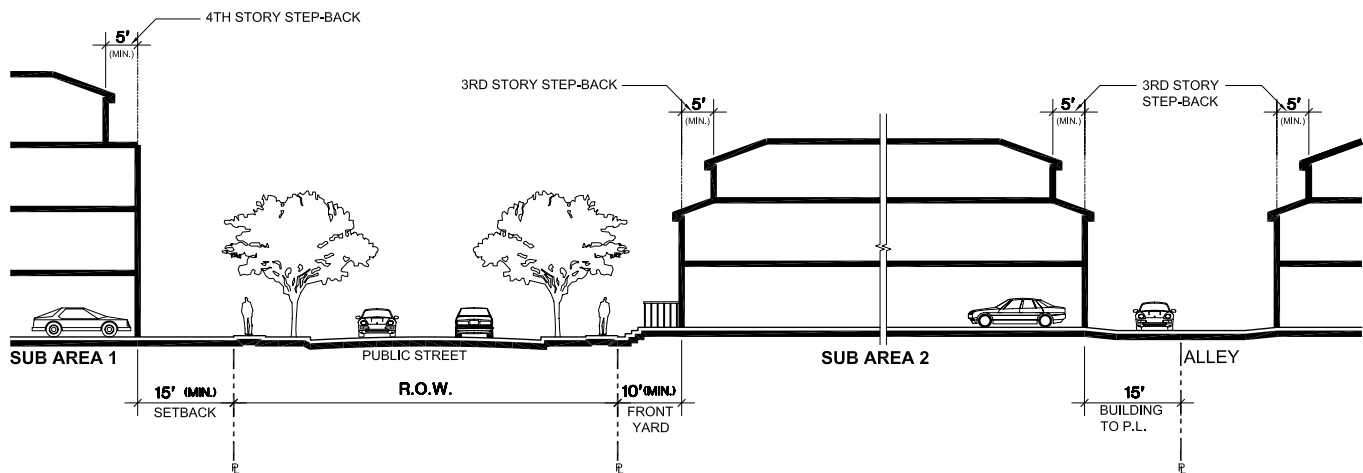
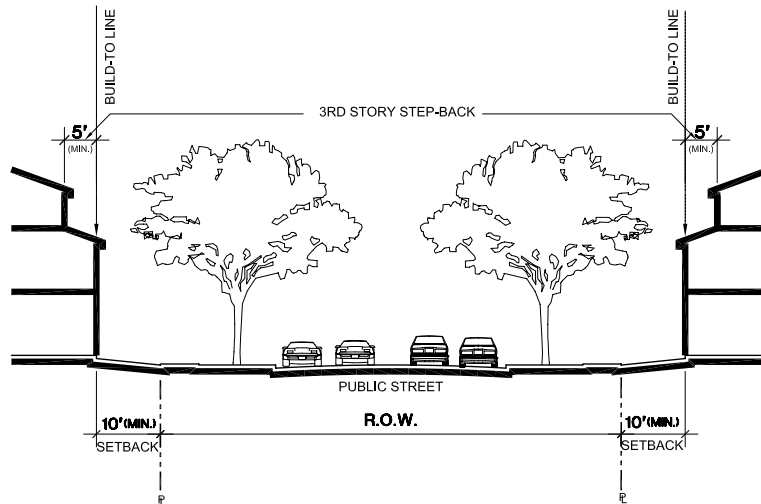


Figure 17 : Section E-E'



\*NOTE: 10' PREFERRED SETBACK TO ESTABLISH AN ARTICULATED STREET EDGE

Figure 18 : Section F-F'

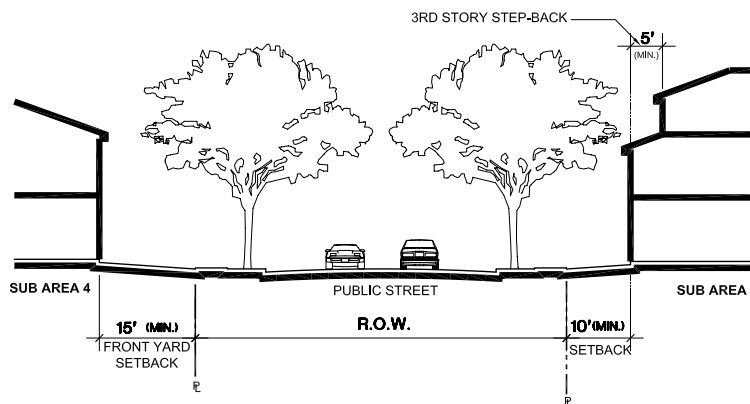


Figure 19 : Section G-G'

### Sub Area 3:

This sub area shall consist of moderate density, multifamily residential uses. It is intended to provide a moderate density use to be compatible with the existing older and lower density developments to the north. Along the Carson Street edge, this sub area shall provide a setback for the implementation of a bikeway connection.

#### Building Stepbacks

Table 8 : Setbacks for Residential Sub Area 3

Minimum Street Setback	Minimum Carson Street Setback	Minimum Bldg. to Bldg. Setback
15' *	10' **	8'

\*      *Stoops and Porches may encroach 5 ft. into the Street Setback.  
Porches shall be as defined in the LBMC.*

\*\*     *Measured from wall at the property line.*

Building stepbacks are in addition to building setbacks, and are established to create height and bulk transitions between buildings and public streets/ alleys/ parks, as well as between higher density uses and lower density uses. These transitions shall be controlled by building setback/ stepback requirements as shown in the illustrative sections included in this section of the document. Particular attention shall be placed in the area fronting the park on 2<sup>nd</sup> Avenue. Where stepbacks are required, 25% of the frontage is allowed without a stepback.

#### Bike Path Setbacks

A 30 foot parkway shall be provided immediately behind the street curb to accommodate a pedestrian sidewalk, Class I bike path, and associated landscape along the Carson Street frontage. It is envisioned that such residential uses will not front on Carson Street, and a minimum 10 feet rear setback (in addition to bike path parkway) is required for the residential units immediately adjacent to the bike path.

#### Facade Articulation

No continuous building wall shall extend more than 60 feet in width without a facade articulation element. Blank walls are discouraged, and the maximum width of a blank wall without articulation or relief of at least 6 inches in depth shall be 25

feet. Facade articulation shall consist of elements such as expressed structural bays, pilasters, moldings, recessed wall panels, or display features to create visual interest.

### **Vehicular Driveway Access**

All access streets and driveways that are built as part of this sub area shall reinforce the grid imposed by the street hierarchy of the Plan Area. Vehicular driveway access is prohibited from 2<sup>nd</sup> Avenue, and all vehicular access shall be taken via alleys or secondary neighborhood streets that will not disrupt pedestrian circulation. These requirements may be modified through the Site Plan Review process.

### **On-Grade Parking Garages**

#### *Location*

On-grade garages must be screened on street sides by residential units, the building entrance lobby or other portions of the building. The screening requirement may be waived through the Site Plan Review process only if the garage wall is deemed to be architecturally integrated into the design of the overall building, and is located along a secondary street.

#### *Architectural treatment*

Parking structures must be designed with the same care and attention as the buildings they serve. They shall be compatible in architectural treatment and detail.

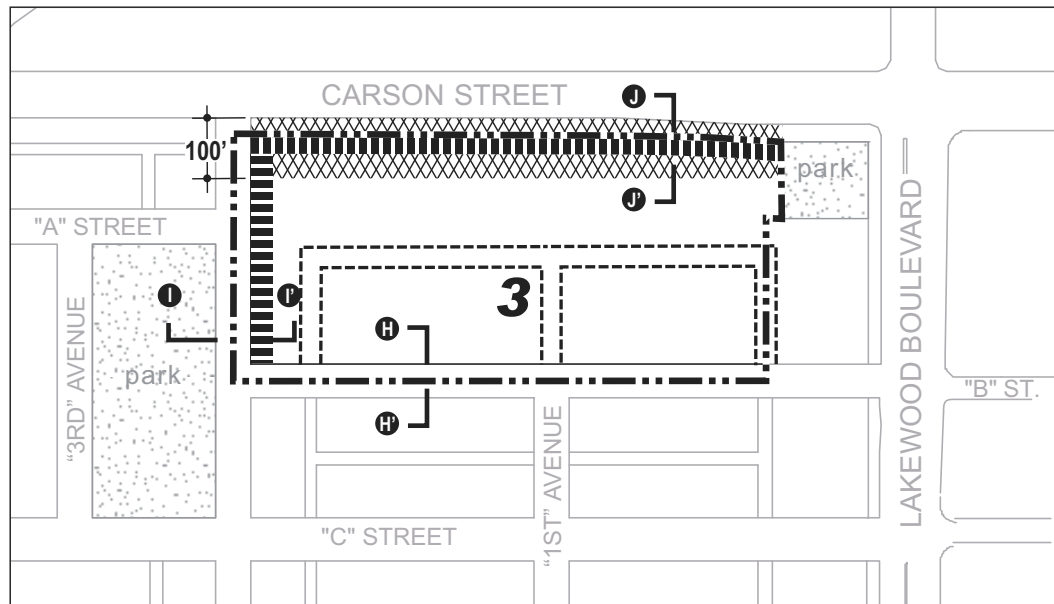
#### *Screening*

Ramps, cars, and sources of artificial lighting in parking structures shall be minimally visible from public streets, public parks, and residential uses.

### **Electrical Substation**

An electrical substation may be developed near the south-west corner of Lakewood Boulevard and Carson Street. Southern California Edison has provided general information on the size of the facility. The substation shall have a maximum footprint of approximately 230-feet by 305-feet, and power lines connecting to the substation shall be routed through new underground substructures.

The substation shall have a low profile structure (equipment will be approximately 12 feet in height) with underground feed lines, with an 8-foot perimeter masonry screen wall located at the building setback line, and associated perimeter landscaping between the right-of-way and the wall consisting of trees, shrubs, and ground cover. (Refer to Figure 21).

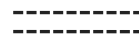


35-foot height limitation

*This height zone runs from the curb at Carson Street to a line 100 ft. south of the curb, and from Lakewood Blvd. at the east to 2nd Street along the west.*



5' Minimum 3rd. Story 'Step-Back'  
(Refer to Sections I-I' & J-J')



Preferred Location of  
Access Streets

Figure 20 : Sub Area 3

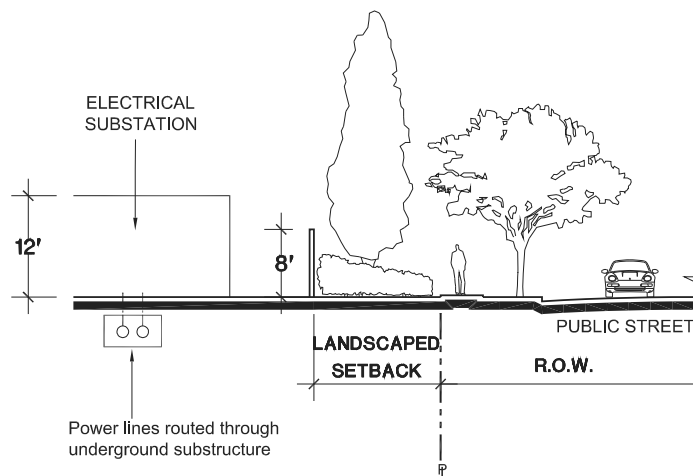


Figure 21 : Section through Electrical Substation

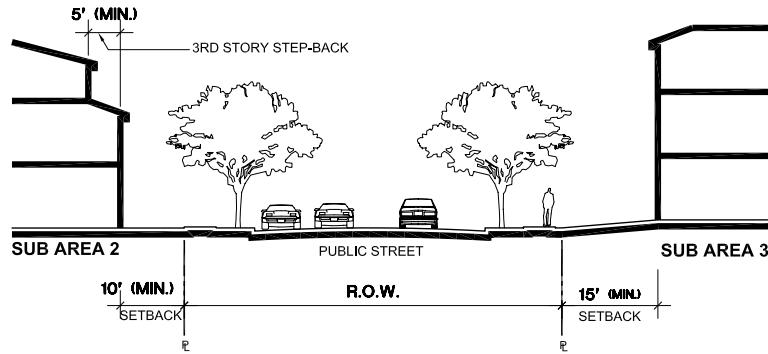


Figure 22 : Section H-H'

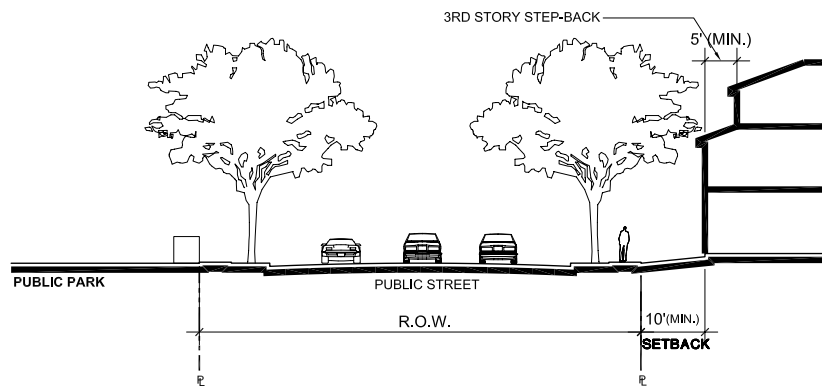


Figure 23 : Section I-I'

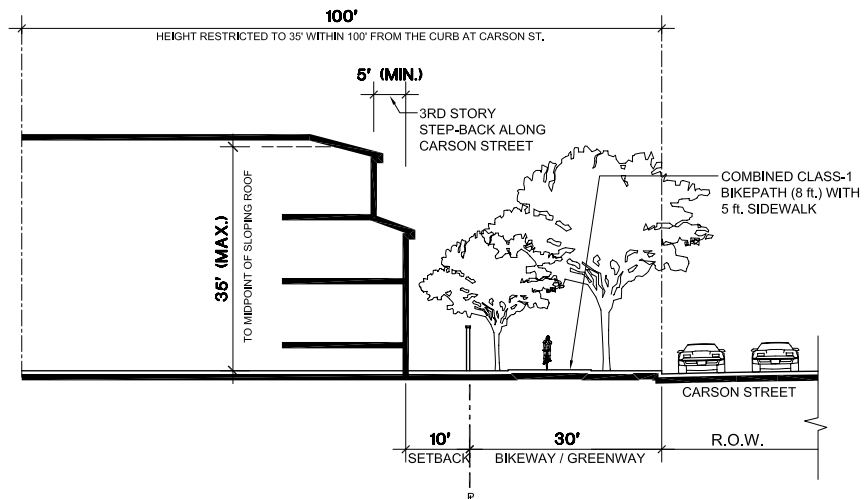


Figure 24 : Section J-J'

## Sub Area 4:

This sub area shall be a single-family residential district with small to moderate sized lots, and will be based on the character of traditional Long Beach neighborhoods, including the use of alleys for garage access. At the heart of this sub area, a public park will be located as a focal point of the neighborhood.

### Setbacks

**Table 9 : Setbacks for Residential Sub Area 4**

Minimum Lot Area	Minimum Street Setback	Minimum Porch Setback	Minimum Side Setback	Minimum Alley Setback
3500	Front - 15' * Side - 10' **	10' ***	4'	14' ****
4500	Front - 15' * Side - 10' **	10' ***	4'	14' ****

\* On any given block, 33% of the houses may have a habitable single story projection with a 10 ft. setback and a maximum width of 13 ft.  
50% of these houses may have a habitable second story projection of the same dimension.

\*\* Side setback to a privacy wall or fence is 5 ft. from the property line.  
On "Reverse Corner Lots" the setback to a privacy wall or fence is 10 ft.

\*\*\* 50% of the houses must have covered front porches with a minimum depth of 5 ft. and an area of at least 60 square feet.  
At the discretion of the Director of Building and Planning during site plan review, courtyard alternatives to front porches within the front setback may be allowed as part of the required usable open space.

\*\*\*\* Measured from property line at centerline of alley.

**Bike Path Setback**

A 30 feet parkway shall be provided immediately behind the street curb to accommodate a pedestrian sidewalk, Class I bike path, and associated landscape along the Carson Street frontage. Residential uses immediately adjacent to the bike path shall provide an additional 26' setback to incorporate access alleys.

**Building Edge/ Massing**

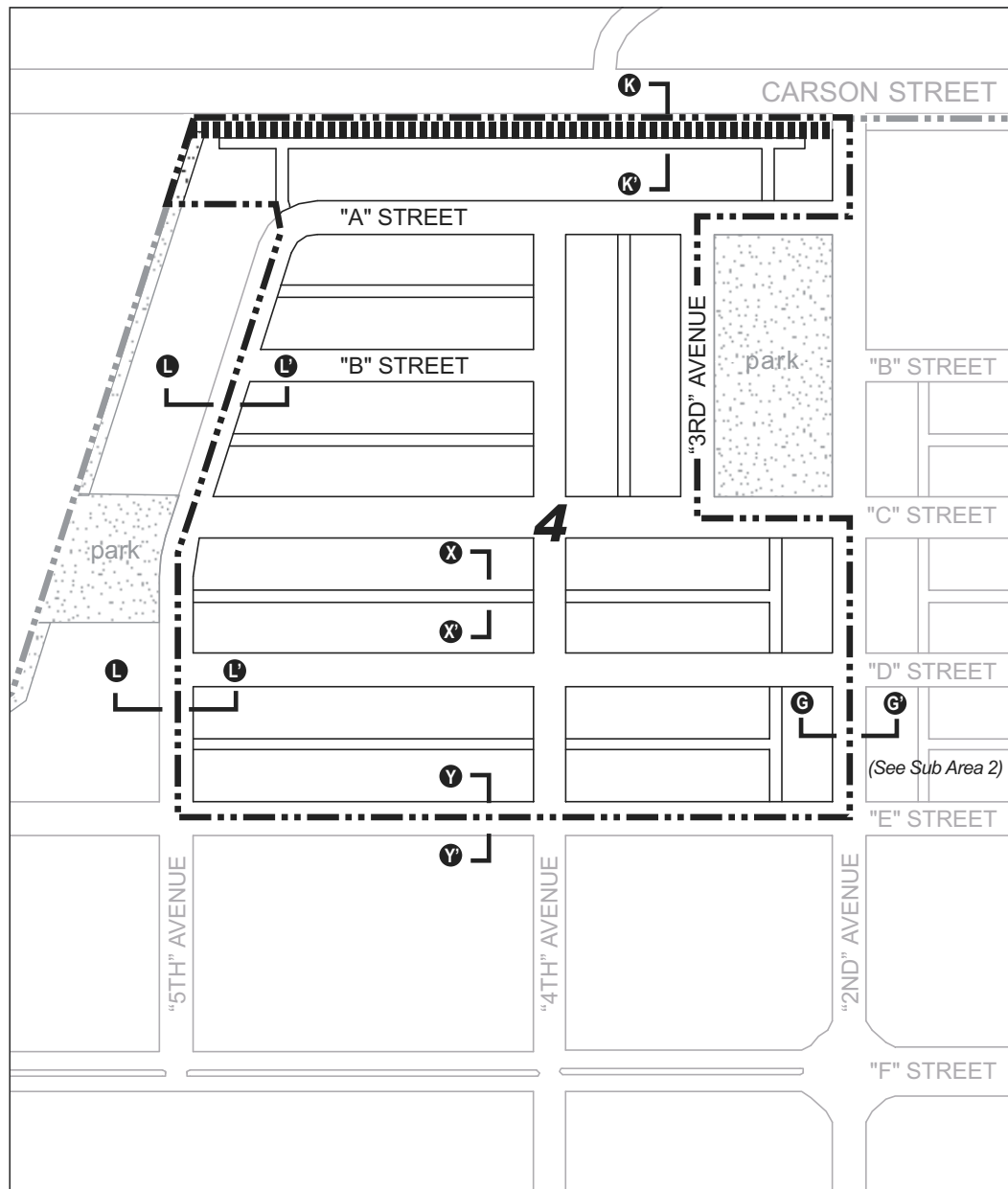
The intent for this sub area is to emulate historic Long Beach neighborhoods with consistent landscaped setbacks fronting the streets. Porches, stoops, and building entries shall be located along the street front to establish a consistent character, and pedestrian scale throughout the sub area. Building stepbacks and roofs shall be used to further articulate the buildings, and to enhance the pedestrian experience.

**Vehicular Driveway Access**

All vehicular access shall be taken via the required private alleys serving the sub area. Access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area.

**On-Grade Parking Garages***Location*

On-grade garages must be located at the rear of the lots and shall be accessible only through the private alley system serving this sub area. Parking in front yard setbacks is prohibited.




 26' Minimum Building Setback  
 along Carson Street  
 (Refer to Section K-K')

**Note: There shall be a minimum of 100 lots of at least 4,500 s.f. in Sub Area 4**

Figure 25 : Sub Area 4



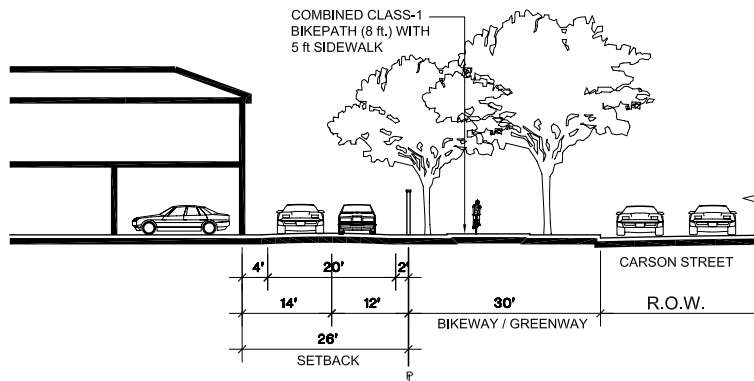


Figure 26 : Section K-K'

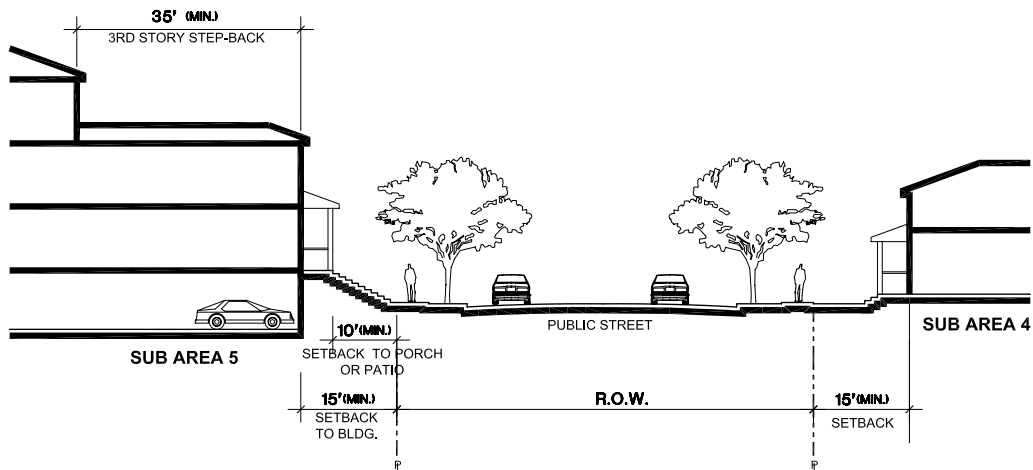


Figure 27 : Section L-L'

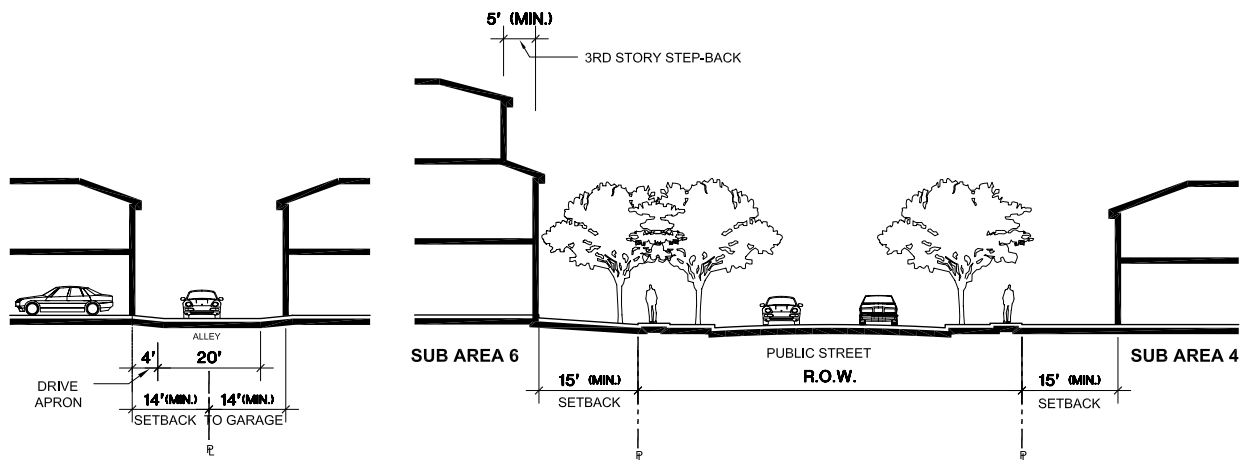


Figure 28 : Section X-X'

Figure 29 : Section Y-Y'

## Sub Area 5:

This sub area shall consist of moderate density, multifamily residential uses. This sub-area will serve as the project's edge to the existing Lakewood Country Club golf course, and it shall be designed as a porous urban edge that takes advantage of the golf course views and adjacency. A setback along the existing golf course edge shall contain a Class I bike path. The location of view corridors to the golf course and the design of a small public park shall be incorporated into this sub area.

### Setbacks and Building Stepbacks

**Table 10 : Setbacks for Residential Sub Area 5**

Minimum Street Setback	Minimum Rear Setback	Minimum Side Setback	Minimum Bldg. to Bldg. Setback
15' *	10' **	10' ***	8'

\*      *Stoops and Porches may encroach 5 ft. into the Street Setback.  
Porches shall be as defined in the LBMC.  
Setback to 3rd story is 50 ft.*

\*\*     *Measured from the bike path easement. Balcony projections are not allowed within the setback.*

\*\*\*   *Side yard setback at the northernmost building near 'A' Street is 58 ft. and 70 ft. to a 3rd story.*

Building stepbacks are in addition to building setbacks, and are established to create height and bulk transitions between buildings and public streets/ alleys/ parks, as well as between higher density uses and lower density uses. These transitions shall be controlled by building setback/ stepback requirements as shown in the illustrative sections included in this section of the document. Where stepbacks are required, 25% of the frontage is allowed without a stepback.

### Bike Path Setback

A setback of 20 feet in width shall be provided along the existing golf course frontage to incorporate the required Class I bike path for the project. Residential uses immediately adjacent to the bike path shall provide an additional setback of 10 feet. Patios and balconies fronting this edge are encouraged, but shall not project over the required setbacks.

**Building Edge/ Facade Articulation**

No continuous building wall shall extend more than 60 feet in width without a facade articulation element. Blank walls are discouraged, and the maximum width of a blank wall without articulation or relief of at least 6 inches in depth shall be 25 feet. Facade articulation shall consist of elements such as expressed structural bays, pilasters, moldings, recessed wall panels, or display features to create visual interest.

**Vehicular Driveway Access**

All vehicular access shall be taken via secondary neighborhood streets that will not disrupt pedestrian circulation. Access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. This requirement may be modified through the Site Plan Review process.

**On-Grade Parking Garages***Location*

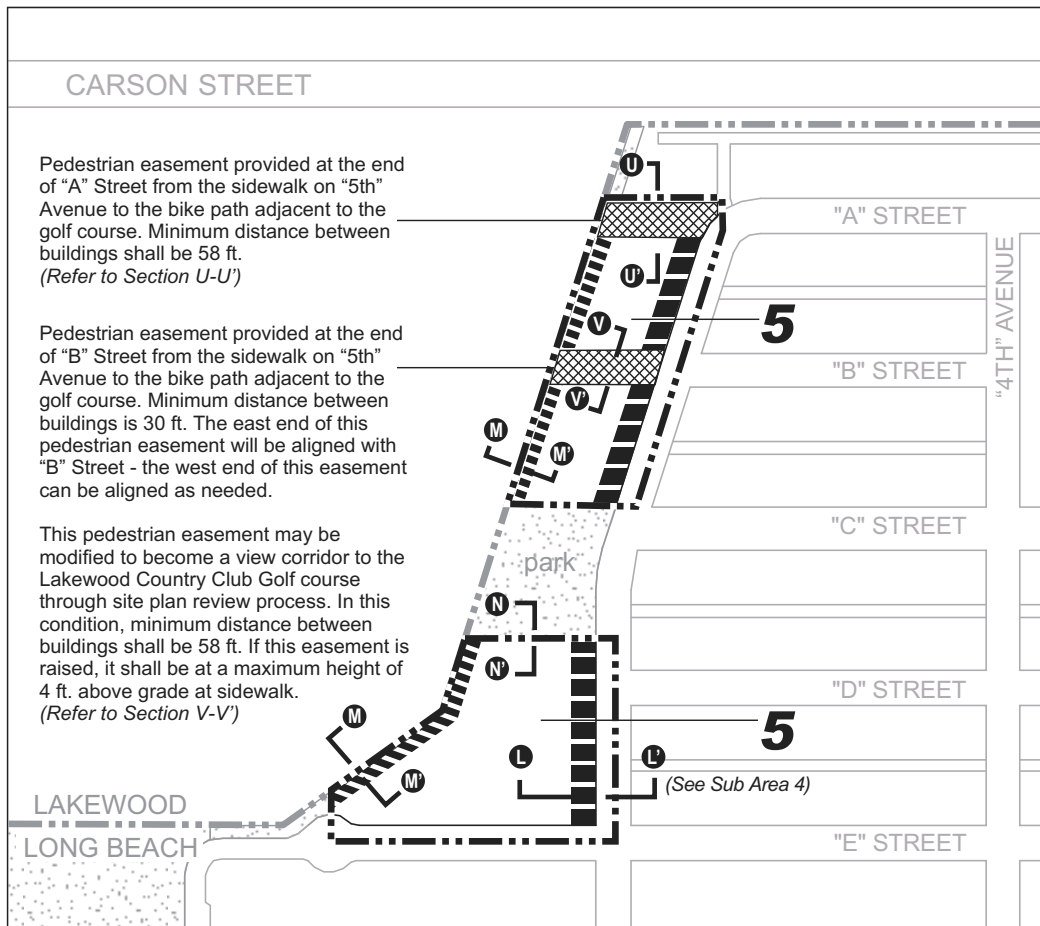
On-grade garages must be screened on street sides by residential units, the building entrance lobby or other portions of the building. The screening requirement may be waived through the Site Plan Review process only if the garage wall is deemed to be architecturally integrated into the design of the overall building, and is located along a secondary street.

*Architectural treatment*


Parking structures must be designed with the same care and attention as the buildings they serve. They should be compatible in architectural treatment and detail.

*Screening*

Ramps, cars, and sources of artificial lighting in parking structures should be minimally visible from public streets, public parks, and residential uses.




**10' Minimum Building Setback from Bikeway Easement**  
*(Refer to Section M-M')*


**Pedestrian Easement / View Corridor**


**35' Minimum 3rd. Story 'Step-Back'**  
*(Refer to Section L-L')*

**Figure 30 : Sub Area 5**

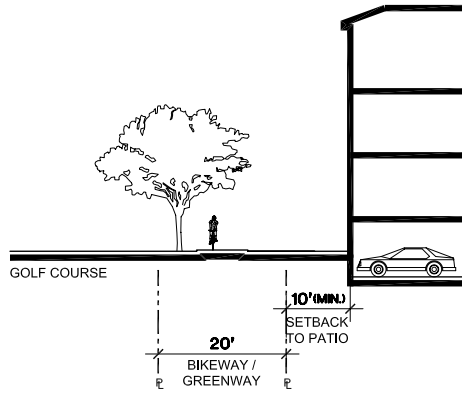


Figure 32 : Section M-M'

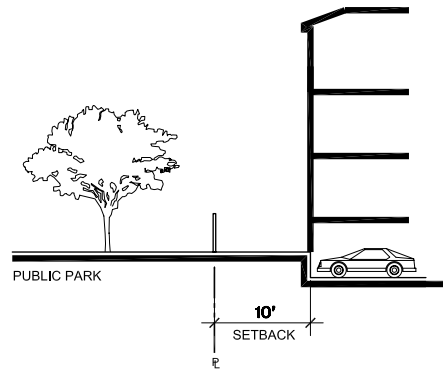


Figure 31 : Section N-N'

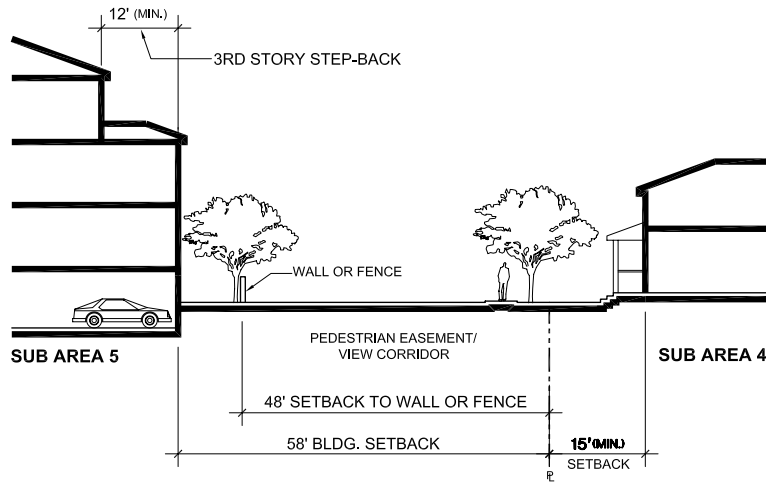


Figure 33 : Section U-U'

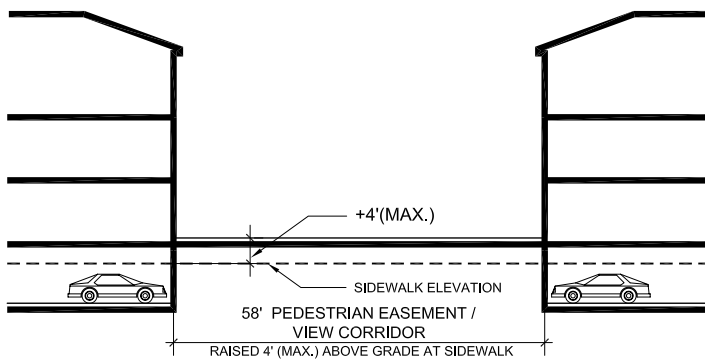


Figure 34 : Section V-V' - Option 1

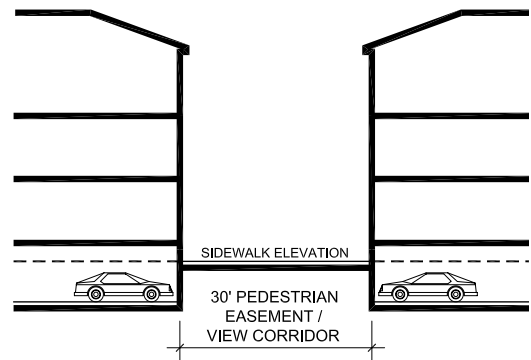


Figure 35 : Section V-V' - Option 2

## Sub Area 6:

This sub area shall consist of moderate density, multifamily residential uses. Located along “F” Street, it will serve as a continuation of the urban edge established in the mixed use district in Sub Area 1, and shall act as a buffer to the lower density residential uses to its north. A major public park will become the anchor to the west of the sub area, and shall be incorporated in the design of the sub area.

### Setbacks

**Table 11 : Setbacks for Residential Sub Area 6**

Minimum Street Setback	Minimum “F” Street Setback	Minimum Bldg. to Bldg. Setback
15' *	18'	8'

\*        *Stoops and Porches may encroach 5 ft. into the Street Setback.  
Porches shall be as defined in the LBMC.*

A continuous landscaped setback 18' in width shall be provided along “F” Street as a way to buffer the residential units fronting the street, and as a unifying design element for both sides of the Street. If parking lots are located along this frontage, they shall maintain the required landscaped setback. The landscape design of such setbacks shall be coordinated with those in Sub Area 7 and 8A.

### Building Stepbacks

Building stepbacks are in addition to building setbacks, and are established to create height and bulk transitions between buildings and public streets/ alleys/ parks, as well as between higher density uses and lower density uses. These transitions shall be controlled by building setback/ stepback requirements as shown in the illustrative sections included in this section of the document.

**Facade Articulation**

No continuous building wall shall extend more than 60 feet in width without a facade articulation element. Blank walls are discouraged, and the maximum width of a blank wall without articulation or relief of at least 6 inches in depth shall be 25 feet. Facade articulation shall consist of elements such as expressed structural bays, pilasters, moldings, recessed wall panels, or display features to create visual interest.

**Vehicular Driveway Access**

All vehicular access shall be taken via alleys and secondary neighborhood streets that will not disrupt pedestrian circulation. Access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. This requirement may be modified through the Site Plan Review process.

**On-Grade Parking Garages***Location*

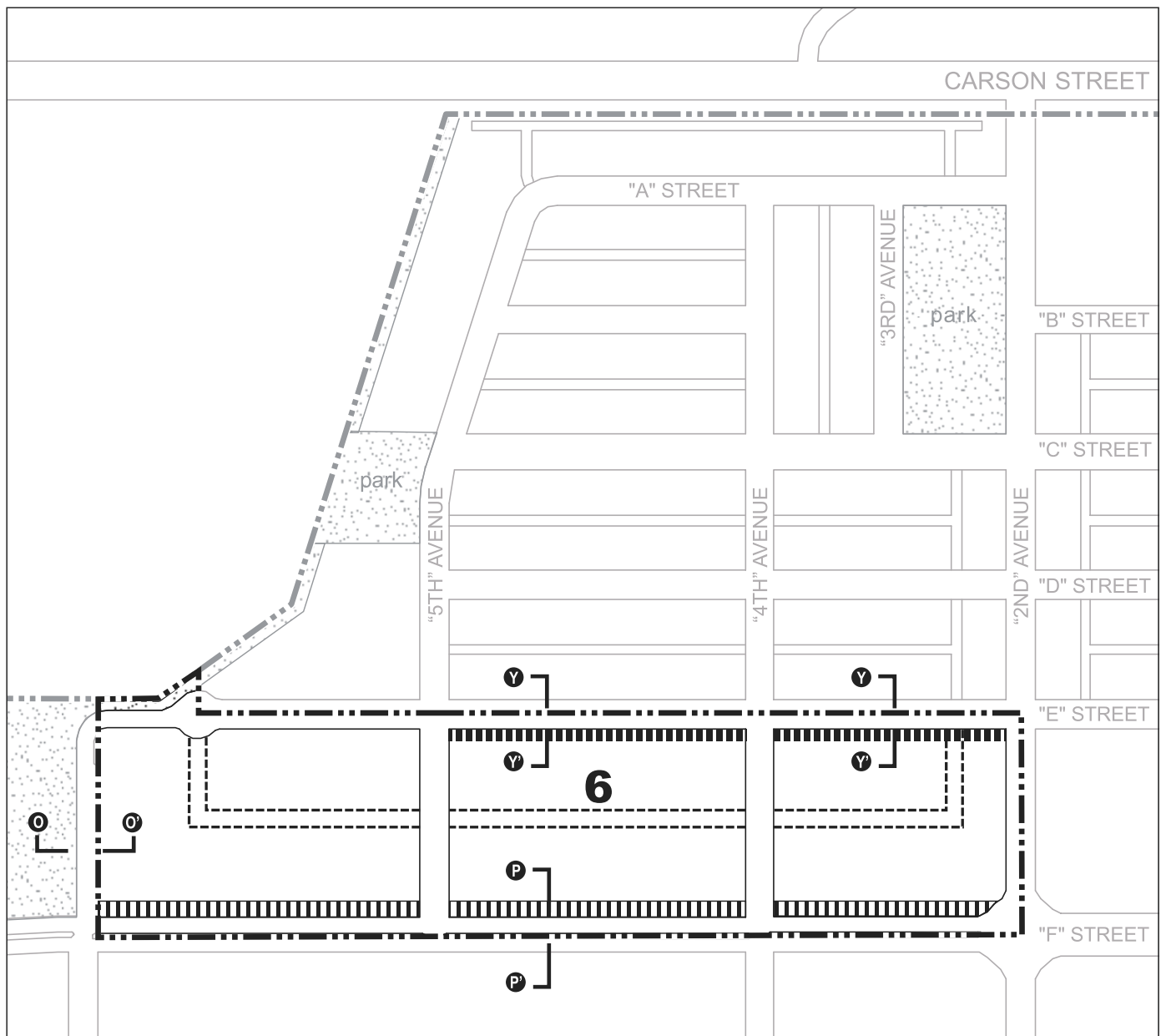
On-grade garages must be screened on street sides by residential units, the building entrance lobby or other portions of the building. The screening requirement may be waived through the Site Plan Review process only if the garage wall is deemed to be architecturally integrated into the design of the overall building, and is located along a secondary street.

*Architectural treatment*

Parking structures must be designed with the same care and attention as the buildings they serve. They should be compatible in architectural treatment and detail.

*Screening*

Ramps, cars, and sources of artificial lighting in parking structures should be minimally visible from public streets, public parks, and residential uses.



18' Minimum Building Setback  
along F Street



Preferred Location of  
Access Streets



5-foot step-back at third story along street-  
frontage and alleys throughout sub area 2  
(Row-houses)

Figure 36 : Sub Area 6



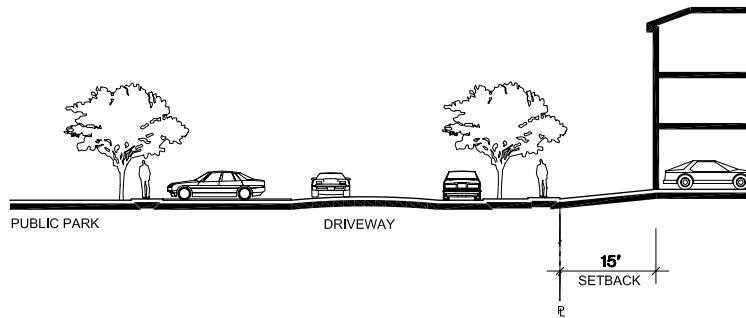


Figure 37 : Section 0-0'

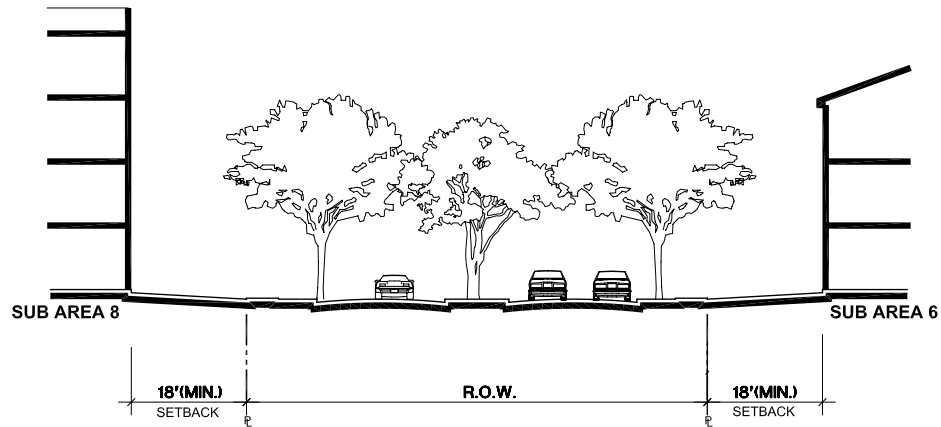


Figure 38 : Section P-P'

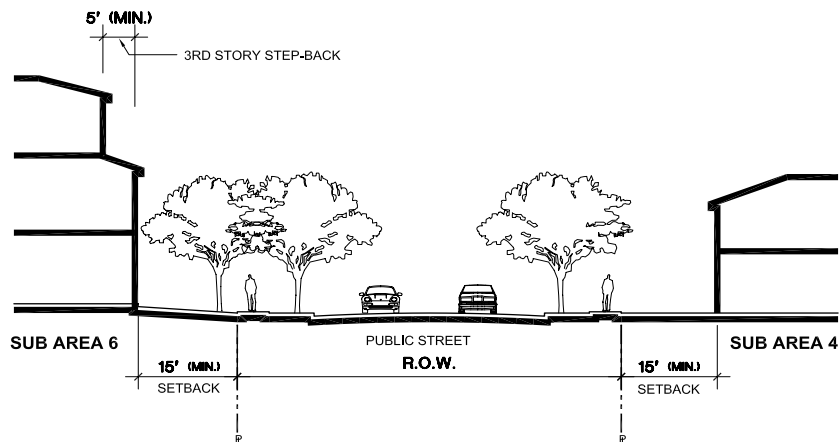


Figure 39: Section Y-Y'



**Division IV**  
**Commercial/Industrial Sub Area Standards**



## Commercial / Industrial Sub Area Standards

Unless otherwise noted in this document, all development in the commercial and industrial sub areas is intended to be consistent with the commercial/ industrial districts development standards in the LBMC.

### Permitted Uses

The principal use in all commercial sub areas shall be commercial and /or industrial as indicated in Table 12. Residential use is not permitted.

Table 12 indicates the classes of uses permitted (Y), not permitted (N), permitted as a conditional use (C), permitted as an administrative use (AP), permitted as an accessory use (A), and permitted as a temporary use (T) in all districts. Some classes of uses may be classified as “Y/C”. “Y/C” shall mean a use is permitted by right unless located on a lot within three-hundred (300’) or less from the nearest residential district, in which case a Conditional Use Permit (C) shall be required pursuant to Chapter 21.25, Division II of the LBMC. The location of the lot housing a proposed use relative to a residentially-zoned property shall represent the sole factor for determining whether discretionary review is required. If any building housing the principal proposed use in Sub Area 8A or 8B, or any outdoor activity which represents the principal use of the property, is located on a lot three hundred (300’) or less from the nearest residential district, then Conditional Use Permit (C) review shall be required.

### *Commercial uses in Mixed Use Overlay Zone*

Sites fronting on both the northerly and southerly edges of “F” Street between Lakewood Boulevard and 2<sup>nd</sup> Avenue shall permit the commercial uses of the Neighborhood Commercial, Pedestrian oriented (CNP) zoning district of Chapter 21.32 of the LBMC.

## **Definitions**

### ***Floor Area***

Floor Area means the total area of all floors of a building, as measured to the exterior surfaces of exterior walls. Floor Area includes halls and lobbies of a building, but does not include utility and elevator cores, stairwells, parking and restrooms.

### ***Accessory Use***

Accessory Use means a use that is customarily incidental and/or necessarily related to the principal use of the land, building, or structure. An accessory use is located on the same lot as the principal building or use and is dependent upon the principal use for the majority of its use or activity.

### ***Warehouse***

Warehouse means a building or portion thereof where goods or materials that are ready to be delivered to a retail outlet or sold to another business are kept for a period of time greater than seventy-two (72) hours prior to such delivery or sale.

### ***Distribution***

Distribution means a building or portion thereof where goods or materials that are ready to be delivered to a retail outlet or sold to another business are kept for a period of time less than seventy-two (72) hours prior to such delivery or sale.

Table 12 : Uses in Commercial / Industrial Sub Areas

Use	7 Zone	8A Zone	8B Zone*	Notes
<b>Alcoholic Beverage Sales</b>				The concentration of existing ABC licenses and the area crime rate are factors considered in reviewing applications for alcohol sales
Off-premises sales w/in 500 ft. of district allowing residential uses	C	N	N	For alcoholic beverage sales exempted from the CUP process, see footnote (1).
Off-premises sales more than 500 ft. from district allowing residential uses	Y	N	N	
On-premises sales w/in 500 ft. of district allowing residential uses	C	C	N	
On-premises sales more than 500 ft. from district allowing residential uses	Y	Y	N	
<b>Automobile (Vehicle) Uses</b>				All outdoor display, storage, service and repair of vehicles is subject to special standards (see LBMC Chapter 21.45)
Auto detailing (with hand held machines only)	AP	AP	N	Mobile businesses prohibited. <b>Permitted in 8A Zoning District:</b> Auto Detailing (with hand held machines only) only as accessory use to parking structure
Car wash	N	N	N	
Diesel fuel sales	N	N	N	See LBMC Section 21.52.222.
Gasoline sales	N	N	N	
General auto repair (body work, painting, etc.)	N	C	N	Uses allowed indoors only.
Limousine service (does not include auto repair)	AP	AP	N	Nonconforming parking rights do not apply (see LBMC Section 21.27.070).
Minor auto repair, tune up, and lube, smog test	N	N	N	
Motorcycle/jet ski sales and repair	C	C	N	Also see industrial zones, Table 33-1
Parking service – principal use	C	C	N	Interim Use Only. No permanent Parking Services shall be permitted
Recreational vehicle storage	C	C	N	Interim Use Only. No permanent Recreational vehicle storage shall be permitted
Rental agency (does not include repair)	Y	Y	N	
Automobile Sales (does not include auto repair)	N	N	N	
Towing	N	A	N	Accessory to general auto repair. Free-standing tow yards shall be prohibited.
Vehicle parts (with installation); tire store	C	N	N	
Vehicle parts (w/o installation)	Y	N	N	

**Table 12 (continued) : Uses in Commercial / Industrial Sub Areas**

Use	7 Zone	8A Zone	8B Zone*	Notes
<b>Billboards</b>	N	N	N	All Billboards Prohibited
<b>Business Office Support</b>				
Copy, fax, mail box, or supplies	Y	Y	N	
Equipment sales, rental, or repair	Y	Y	N	
Off-set printing	Y	Y	N	
<b>Entertainment</b>				
Amusement machines (4 or fewer)	A	A	N	See Zoning Code Section 21.51.205 (special development standards).
Banquet room rental	A	A	N	Accessory to restaurant only (see LBMC Section 21.51.215).
Dancing (accessory use)	Y	Y	N	Accessory to restaurant, tavern, club. City Council hearing is required for new and transferred business licenses.
Live or movie theater (w/100 seats or less)	Y	N	N	For theaters w/more than 100 seats, see "Movie theater."
Mock boxing or wrestling	N	N	N	
Movie theater (or live theater w/100+ seats)	C	N	N	
Pool tables (up to 3 tables)	A	A	N	Accessory to restaurant, tavern, club (see LBMC Section 21.51.260).
Private club, social club, night club, pool hall or hall rental within 500 ft. of district allowing residential uses	C	N	N	City Council hearing is required for new and transferred business licenses.
Restaurant with entertainment	Y	A	N	City Council hearing is required for new and transferred business licenses. Restaurants proposing to locate within 8A shall be allowed only as an accessory use on the ground floor of Office building.
Other entertainment uses (arcade, bowling alley, miniature golf, tennis club, skating rink, etc.)	C	C	N	
<b>Financial Services</b>				
ATM – Walk-up or freestanding machine on interior of building; walk-up machine on exterior of building	Y	Y	N	Requires 2 (5 minute) parking spaces for each ATM machine. Spaces shall be located within 100 ft. Such spaces may be existing required parking.
ATM – Freestanding machine, exterior	AP	AP	N	
ATM – Drive-thru machine	AP	AP	N	For drive-thru machine see standards for drive-thru lane in LBMC Section 21.45.130.
Bank, credit union, savings & loan	Y	Y	N	
Check cashing	N	N	N	
Escrow, stocks and bonds broker	Y	Y	N	
All other financial services not listed above	C	C	N	



Table 12 (continued) : Uses in Commercial / Industrial Sub Areas

Use	7 Zone	8A Zone	8B Zone*	Notes
<b>Food Processing</b>				
Food and kindred products (SIC Code 20)	N	Y/C	N	<b>Permitted in 8A Zoning District:</b> All uses included in SIC Code 20, except as noted below. SIC Code 2048 (includes slaughtering animals for animal feed) SIC Code 201 (includes meat packing plants, meat & poultry products) SIC Code 2091 (Canned & Cured Fish and Seafood) SIC Code 2092 (Prepared Fresh or Frozen Fish/ Seafoods) Any Permitted use proposing to locate within 300 feet of a Residentially Zoned property shall be subject to a Conditional Use Permit, subject to the requirements in LBMC Sections 21.25.201 thru 21.25.212.
<b>Institutional</b>				
Church or temple	N	N	N	
Convalescent hospital or home	N	N	N	
Crematorium	N	N	N	
Day care or preschool	C	N	N	
Industrial arts trade school	Y	Y	N	
Mortuary	N	N	N	
Parsonage	N	N	N	
Private elementary or secondary school	N	N	N	
Professional school/business school	Y	Y	N	
Social service office (with food distribution)	N	N	N	
Social service office (without food distribution)	N	N	N	
Other institutional uses	C	C	N	
<b>Manufacturing</b>				<b>Permitted in 8A Zoning District:</b> The uses within these SIC Codes are limited to operations containing primarily manufacturing space with accessory display and storage uses. Freestanding Distribution centers that are primarily Warehouses are prohibited.
Apparel and other finished products made from fabrics and similar materials (SIC Code 23)	N	Y	N	
Printing, publishing and allied industries (SIC Code 27)	N	Y	N	
Chemicals & Allied Products Mfgs (SIC Code 28)	N	N	N	
Leather and leather products (SIC Code 31)	N	Y	N	<b>Prohibited in 8A Zoning District:</b> SIC Code 311 (Leather Tanning and Finishing)
Electronic and other electrical equipment and components, except computer equipment (SIC Code 36)	N	Y	N	

**Table 12 (continued) : Uses in Commercial / Industrial Sub Areas**

Use	7 Zone	8A Zone	8B Zone*	Notes
Measuring, analyzing, and controlling instruments; photographic, medical and optical goods; watches and clocks (SIC Code 38)	Y	Y	N	
Miscellaneous manufacturing industries (SIC Code 39) - Including Jewellery Manufacturing; Toys Manufacturing; Sporting Goods Manufacturing; and Household Products.	N	Y	N	<b>Permitted in 8A Zoning District:</b> All uses included in SIC Code 39, so long as the specific operation of the use is non-nuisance in nature (e.g., noise, hazardous materials, odors, dust, light and glare) and are either confined completely within the property or result in limited secondary impacts in terms of traffic, air emissions, and hours of operation, consistent with LBMC Section 21.33.020.
Furniture and Fixtures (SIC Code 25)	N	Y	N	
Paper and allied products (SIC Code 26)	N	Y	N	<b>Prohibited in 8A Zoning District:</b> SIC Code 261 (Pulp Mills) SIC Code 262 (Paper Mills) SIC Code 263 (Paperboard Mills)
Rubber and miscellaneous plastics products (SIC Code 30)	N	Y/C	N	<b>Prohibited in 8A Zoning District:</b> SIC Code 3011 (Tires & Inner Tubes)
Textile mill products (SIC Code 22)	N	Y/C	N	
Lumber and wood products, except furniture (SIC Code 24) - Including: Hardwood Products; Wooden Cabinets Miscellaneous Wood Products	N	Y/C	N	<b>Prohibited in 8A Zoning District:</b> SIC Code 2411 (Logging) SIC Code 2421 (Sawmills & Planing Mills - General) <b>Permitted in 8A Zoning District:</b> All other uses included in SIC Code 24, so long as the specific operation of the use is non-nuisance in nature (e.g., noise, hazardous materials, odors, dust, light and glare) and are either confined completely within the property or result in limited secondary impacts in terms of traffic, air emissions, and hours of operation, consistent with Zoning Code Section 21.33.020.
Stone, clay, glass, and concrete products (SIC Code 32)	N	Y/C	N	<b>Prohibited in 8A Zoning District:</b> SIC Code 324 (Hydraulic Cement) SIC Code 325 (Structural Clay Products) SIC Code 327 (Concrete, Gypsum, and Plaster Products)
Fabricated metal products, except machinery and transportation equipment (SIC Code 34)	N	Y/C	N	<b>Prohibited in 8A Zoning District:</b> SIC Code 348 (Ordinance and Accessories)
Industrial and commercial machinery and computer equipment (SIC Code 35)	N	Y	N	
Transportation equipment (SIC Code 37)	N	Y/C	N	

Table 12 (continued) : Uses in Commercial / Industrial Sub Areas

Use	7 Zone	8A Zone	8B Zone*	Notes
Tobacco products (SIC Code 21)	N	Y/C	N	
Petroleum refining and related industries (SIC Code 29)	N	N	N	
Primary metal industries (SIC Code 33)	N	N	N	
Electric Gas & Sanitary Services (SIC Code 49)	N	N	N	
<b>Personal Services</b>				
Basic personal services (barber/beauty shop, catering, party counseling (w/o trucks), diet center, dog/cat grooming, dry cleaner, fitness center/health club, dance/karate studio, locksmith, mailbox rental, nail/manicure shop, repair shop for small appliances or electronic equipment, bicycles, tailoring, shoe repair, tanning salon, travel agent, or veterinary clinic w/o boarding).	Y	A	N	Basic personal service uses proposing to locate within 8A shall be allowed only as an accessory use on the ground floor of Office building.
Fortunetelling	N	N	N	
House cleaning service	AP	AP	N	
Laundromat	C	N	N	
Laundry, cleaning and garment services (SIC Code 721)	N	Y	N	
Massage therapy	A	A	N	See special conditions in LBMC Section 21.51.243. Special adult entertainment standards for massage parlor (see LBMC Section 21.45.110).
Recycling center	N	N	N	
Recycling collection center for cans and bottles (staff attended)	N	N	N	
Recycling containers for cans and bottles	A	N	N	Accessory to a grocery store only (see LBMC Section 21.51.265).
Repair shop (stove, refrigerator, upholstery, lawn mowers, etc.) - (SIC Code 76)	N	Y	N	For small appliance repair, see "Basic Personal Services."
Repair services with outdoor operations (SIC Code 76)	N	N	N	
Self storage (indoor only)	N	N	N	
Shoe-shine stand (indoor/outdoor)	A	A	N	Accessory to barber, car wash, grocery, hotel, office, or restaurant use.
Tattoo parlor	N	N	N	
Termite and pest control	N	C	N	See "Misc. – Storage of Hazardous Materials."
Veterinary Services for Animal Specialties (SIC Code 0742) Animal Specialty Services, Boarding, Kennels, Shelters (SIC Code 0752)	N	C	N	Also see "Basic Personal Services."
All personal services not listed	AP	AP	N	

**Table 12 (continued) : Uses in Commercial / Industrial Sub Areas**

Use	7 Zone	8A Zone	8B Zone*	Notes
<b>Professional Services</b>				
Accounting, advertising, architecture, artist studio, bookkeeping, business headquarters, chiropractic, computer programming, consulting, contracting, dentistry, engineering, insurance, law, marketing, medicine, photography, psychiatry, psychology, real estate, or tax preparation (Including SIC Codes 60, 61, 62, 63, 64, 65, 67, 73 [except 7353 and 7359], 861, 862, 863, 864, and 87)	Y	Y	N	<b>Prohibited in 8A Zoning District:</b> SIC Code 9223 (Correctional Institutions) SIC Code 8744 (Jails, privately operated-correctional facilities, adult privately operated) SIC Code 7353 (Heavy Construction Equipment Rental) SIC Code 7359 (Equipment Rental and Leasing) <b>Permitted in 7 &amp; 8A Zoning Districts:</b> The uses within these SIC Codes are limited to operations containing primarily office space with accessory display and storage uses. Freestanding Distribution centers that are primarily Warehouses are prohibited.
All professional offices not listed	AP	AP	N	
<b>Aviation-Related Uses</b>				
Aviation-related uses including, maintenance and storage, pilot/passenger amenities (restrooms, food services, classrooms and office spaces), charter operations and aircraft rentals (SIC Code 45)	C	C	N	All aviation-related uses must meet the provisions of the City's Noise Compatibility Ordinance, the Airport Rules, Regulations and Minimum Standards for aeronautical activities and be subject to Long Beach Airport fees for like aeronautical activities as specified in the Airport Rates & Fees Resolution.  SIC Code 45 uses shall require a conditional use permit outside the boundaries of the Long Beach Airport and/or on adjacent properties directly supporting airport operations. Further, certain uses may be subject to "Through-the-Fence" agreement(s) between the City of Long Beach and Long Beach Airport. Aviation-related uses shall be allowed only in the geographic area south of "G" Street.
Aircraft Manufacturing	N	Y	Y	
Aircraft Storage	Y	Y	Y	
Aircraft Services for On-site Aircraft (For on-site aircraft only (not for commercial purposes))	Y	Y	Y	
Commercial Aviation Services (Provided by those holding valid agreements to conduct business on Long Beach Airport)	Y	Y	Y	
Special Events	Y	Y	Y	Special Events including aeronautical uses not covered above, as approved in advance by the Airport Manager.
<b>Residential Uses</b>	N	N	N	No Residential Uses shall be permitted.
<b>Restaurant And Ready-To-Eat Foods</b>				
Outdoor dining	A	A	N	
Restaurants and ready-to-eat foods with drive-thru lanes	N	N	N	Special standards apply (See LBMC Section 21.45.130).
Restaurants and ready-to-eat foods without drive-thru lanes	Y	A	N	Restaurants proposing to locate within either 8A or 8B shall be allowed only as an accessory use on the ground floor of Office building.
Vending carts	AP	AP	N	Special standards apply (See LBMC Section 21.45.170).

Table 12 (continued) : Uses in Commercial / Industrial Sub Areas

Use	7 Zone	8A Zone	8B Zone*	Notes
<b>Retail Sales</b>				
Basic retail sales (SIC Codes 54, 5735, 5942, 7841) (except uses listed below)	Y	A	N	Used clothing, antiques, art, books (new and used), coins, collectibles, food stores, jewelry, and trading cards are included in "Basic Retail Sales." Basic retail sales uses proposing to locate within 8A shall be allowed only as an accessory use on the ground floor of an Office building.
Building supply or hardware store with lumber, drywall, or masonry (including SIC Code 52, 57)	Y	N	N	For hardware store without lumber, drywall, or masonry, see "Basic Retail Sales."
Gun Store and Gun Repair	AP	N	N	Allowed only as an accessory use to primary Sporting Goods establishment
Major household appliances (refrigerator, stove, etc.)	Y	Y	N	
Manufacture of products sold on-site	A	A	N	See LBMC Section 21.51.240.
Merchandise mall, indoor swap meet	N	N	N	
Outdoor sales events (flea markets, swap meets, etc.)	N	N	N	
Outdoor vending – Flower, plant, fruit, or vegetables in conjunction with sale of related products from a retail store	A	N	N	See LBMC Section 21.51.255.
Outdoor vending – Food carts	AP	AP	N	See LBMC Section 21.45.170.
Outdoor vending – Flower cart or news cart	Y	Y	N	See LBMC Section 21.45.135.
Pawn shop	N	N	N	
Thrift store, used merchandise	N	N	N	Also see note under "Basic Retail Sales."
Vending machines	A	A	N	Accessory to existing retail sales. See LBMC Section 21.51.295.
<b>Temporary Lodging</b>				
Hotel/Motel	Y	Y	N	
Shelters	N	N	N	
<b>Temporary Uses</b>				
Carnival, event, fair, trade show, etc.	T	T	N	
Construction trailer	T	T	T	
Outdoor Vending – Mobile food truck at construction sites	T	T	T	See LBMC Section 21.53.106.
<b>Transportation &amp; Communication Facilities</b>				
Communications Facilities – Freestanding monopole cellular and personal communication services	C	C	N	See LBMC Section 21.52.210.
Communication Facilities – Attached/ roof mounted cellular and personal communication services	Y	Y	N	See LBMC Section 21.45.115.
Communications (SIC 48)	N	Y/C	N	SIC Code 483 (Radio and television broadcasting stations) and Microwave transmission or relay towers are permitted only with approval of a Conditional Use Permit

**Table 12 (continued) : Uses in Commercial / Industrial Sub Areas**

Use	7 Zone	8A Zone	8B Zone*	Notes
Communication Facilities – Electrical distribution station	C	C	N	
Local and suburban transit and interurban highway passenger transportation (SIC Code 41)	N	N	N	
Local Trucking Without Storage (SIC Code 4212)	N	N	N	
Courier Service Except by Air (SIC Code 4215)	N	C	N	
Transportation Services (SIC Code 47) - Including: Tour Operators; Transportation Consulting;	N	C	N	
Transportation-Related Uses with no outdoor container storage	N	N	N	
Transportation-Related Uses with outdoor container storage associated with shipping/ trucking/rail	N	N	N	
Helipads	C	C	N	Aviation-related uses shall be allowed only in the geographic area south of “G” Street.
<b>Wholesale Trade</b>				
Wholesale Trade - durable goods (SIC Code 50) - and nondurable goods (SIC Code 51)	Y	Y	N	<b>Permitted in 7 &amp; 8A Zoning Districts:</b> The uses within SIC Code 50 and 51 are limited to operations containing primarily office space with accessory display and storage uses. Freestanding Distribution centers that are primarily Warehouses are prohibited.
<b>Miscellaneous</b>				
Office, research and development, aircraft manufacturing and aircraft manufacturing related uses.	N	N	Y	

\* 8B Zone is that area known as the “Boeing Enclave” -- Once Boeing declares its intention to abandon any aviation-related uses within either all or a portion of the 8B area, the Zoning shall immediately revert to the 8A Zoning standards then in effect. Should a portion of the land Zoned 8B revert to 8A Zoning, only that portion of land shall be affected by the reversion, NOT the entire land area Zoned 8B.

**Table 12 (continued) : Uses in Commercial / Industrial Sub Areas****Abbreviations:**

Y = Yes (permitted use).

N = Not permitted (prohibited use).

C = Conditional Use Permit required. For special conditions, see LBMC Chapter 21.52

A = Accessory Use. For special development standards, see LBMC Chapter 21.51

AP = Administrative Use Permit required. For special conditions, see LBMC Chapter 21.52

T = Temporary Use. Subject to provisions contained in LBMC Chapter 21.53

IP = Interim Park Use permit required. For special conditions, see LBMC Chapter 21.52

Y/C = Either permitted by right or subject to Conditional Use Permit review, depending upon locational criteria contained under "Permitted Uses".

**Footnote:**

(1) The following alcoholic beverage sales may be exempted from the Conditional Use Permit requirement.

a. Restaurants with alcoholic beverage service only with meals. This generally means any use with a fixed bar is not exempt. A service bar is not considered a fixed bar. A sushi bar, where alcoholic beverages are served at the same bar where meals are served, is considered serving alcoholic beverages only with meal service. A cocktail lounge without a bar, but with primarily service of only hors d'oeuvres and alcoholic beverages is not exempt. Any restaurant with more than 30 percent of gross sales consisting of alcoholic beverages shall lose its exemption and be required to obtain a Conditional Use Permit to continue to sell alcohol.

b. Use located more than 500 ft. from zoning districts allowing residential use.

c. Department store or florist with accessory sale of alcoholic beverages.

d. Grocery stores of 20,000 sq. ft. or greater with accessory sale of alcoholic beverages.

e. Existing legal, nonconforming uses. (Ord. C-7663 § 42, 1999).

## Minimum Lot Area

Table 13 establishes the minimum lot area in each sub area.

**Table 13 : Permitted Lot Area in Commercial Sub Areas**

Sub Area	Minimum Lot Area
Sub Area 7	20,000 sq.ft.
Sub Area 8A	15,000 sq.ft.
Sub Area 8B	<i>This sub area will allow current aviation-related uses to continue. Should current uses within this sub area be discontinued, the area will be developed with uses consistent with sub area 8A</i>

**Maximum development in all commercial sub areas combined not to exceed 3,300,000 sq. ft. (including 200,000 sq. ft. of retail uses) plus 400 hotel rooms.**

## Setbacks

Setbacks shall be provided for the purpose of providing light, air, pedestrian and vehicular circulation, emergency access and general aesthetic improvements.

The required setbacks indicated in Table 14 shall be clear of all structures from the ground to the sky (except as otherwise permitted) and shall be landscaped and maintained in a neat and healthy condition according to the landscaping provisions of this document. Where setbacks are required, 25% of the frontage is allowed without a setback.

**Table 14 : Required Yard Setbacks between Buildings and Property Lines in Commercial Sub Areas**

Sub Area	Minimum Front Yard Setbacks for Building (ft.)		Minimum Setback from Interior Property Line (ft.)
	From Arterial Road	From Local Street	
Sub Area 7	18 ft. *	18 ft.	5 ft. **
Sub Area 8A	18 ft.	18 ft.	5 ft. **
Sub Area 8B	<i>This sub area will allow current aviation-related uses to continue. Should current uses within this sub area be discontinued, the area will be developed with uses consistent with sub area 8A</i>		

\* Refer to Special Development Standards for additional setback requirements for the mixed-use overlay zone.

\*\* Subject to Siteplan Review Process



**Table 15 : Required Yard Setbacks between Parking Lots and Property Lines in Commercial Sub Areas**

Sub Area	Minimum Front Yard Setbacks for Parking Lot (ft.)		Minimum Setback from Interior Property Line (ft.)
	From Arterial Road	From Local Street	
<b>Sub Area 7</b>	6 ft. *	6 ft.	6 ft. **
<b>Sub Area 8A</b>	6 ft. *	6 ft.	6 ft. **
<b>Sub Area 8B</b>	<i>This sub area will allow current aviation-related uses to continue. Should current uses within this sub area be discontinued, the area will be developed with uses consistent with sub area 8A</i>		

\* Along "F" Street surface parking lots shall be setback 18 ft. from property line.

\*\* This standard can be waived for property lines between joint-use parking lots through site plan review process

### *Corner Cut-off*

At corners of properties at street intersections, intersections of streets and alleys and at intersections of driveways and property lines, new construction shall not be permitted in such a manner that it significantly impedes visibility between visibility between heights of 3 feet and 7 feet above the ground in a corner cut-off of at least 6 feet by 6 feet (Measured from the intersection of the property lines or the intersection of a driveway and a property line). One vertical support element such as a column is permitted in the corner area, if the cross-section of the element fits within a circle with a diameter of 18 inches. This requirement may be waived through the Site Plan Review process if the Director of Public Works finds that the cut-off is not necessary.

### *Permitted Structures*

No structures are permitted in required setbacks (yards), except:

- Signs, as specified in the chapter relating to on-premises signs (LBMC Chapter 21.44);
- Outdoor dining (subject to approval from Site Plan Review Committee);
- Vehicle parking (surface lots). Table 15 of this document establishes the minimum landscaped setback required between the parking lot and the street property line.
- Awnings as allowed by the Uniform Building Code.
- Projections are permitted into the required setbacks in accordance with those permitted in the Commercial Zoning Districts of the LBMC (see LBMC Section 21.32.220 C)

### *Required Landscaping*

All required setbacks, shall contain an area not less than 6 feet in width planted with trees, shrubs and/or ground cover. Along “F” Street and “G” Street, the entire eighteen feet (18) of setback shall be landscaped. With the exception of access driveways, surface parking shall be prohibited within the required landscaped setbacks of “F” & “G” streets. See Special Development Standards for additional requirements.

### **General Screening Requirements**

The following required screening shall apply in all commercial sub areas:

#### *Open Storage*

Open storage shall be prohibited. Merchandise is not permitted to be displayed outdoors, unless specifically granted through Site Plan Review.

### **On-Grade Parking Garages**

#### *Architectural treatment*

Parking structures must be designed with the same care and attention as the buildings they serve. They should be compatible in architectural treatment and detail.

#### *Screening*

Ramps, cars, and sources of artificial lighting in parking structures should be minimally visible from public streets, public parks, and residential uses.

### **Surface Parking Lots**

All surface parking lots including parking area screening and landscaping shall be designed in accordance with the development standards in LBMC Chapter 21.41.

### **Mechanical Equipment on Rooftops**

In all commercial zones, rooftop mechanical equipment, except solar collectors and rain gutters, shall be screened on all sides by screening not less than the height of the equipment being screened. Such equipment shall also be screened from view from higher buildings in the zone to the satisfaction of the Site Plan Review Committee and the Director of Planning and Building.

*Secured*

All rooftop mechanical equipment shall be secured from unauthorized entry to the satisfaction of the Director of Planning and Building.

*Materials*

All rooftop mechanical equipment screening devices shall be of a material requiring a low degree of maintenance. Wood shall not be utilized. All screening devices shall be well integrated into the design of the building through such items as parapet walls continuous with the walls of the structure, architectural roof features, or equipment rooms. Louvered designs are acceptable if consistent with the building design style.

*Substitutions*

Well-planned, compact, architecturally integrated rooftop equipment may be substituted for screening with the approval of the Site Plan Review Committee and the Director of Planning and Building.

**General Requirements for the Design of Buildings**

All commercial buildings shall comply with the following design criteria:

*Architectural Themes*

Architectural themes, modules and materials present on the main facade of the building shall be used on all other facades.

*Change of Material*

Each side of a building must contain a primary and an accent material, and the accent material(s) must cover not less than ten percent (10%) of the facade.

*Building Finished Grade*

All commercial buildings shall have the first habitable floor level not more than four feet (4') above grade within the front thirty feet (30') of the lot.

**Accessory Structures***Use Restrictions*

The use of accessory buildings and structures shall conform to the requirements of LBMC Chapter 21.51 (Accessory Uses).

*Locations Permitted*

Accessory structures and buildings may be placed anywhere on a lot except within the required setbacks.

### ***Trash Receptacles***

Adequate trash receptacles shall be provided to accommodate all refuse generated on a site. All trash areas shall be screened from public view on all sides, and shall conform to the development standards contained in LBMC Chapter 21.45 (Special Development Standards).

### **Utility Meters Screening**

All utility meters shall be fully screened from view from a public right-of-way.

### **Undergrounding of Utilities**

All projects requiring site plan review shall underground all overhead utility service to the site. The utility company's design of the electric system, including locations and aesthetic treatment, shall be in accordance with the regulations of the Public Utilities Commission of the State of California.

### **Off-street Parking and Loading Requirements**

Parking and loading areas shall be provided as required in LBMC Chapter 21.41 (Off-Street Parking and Loading Requirements).

### **Landscaping Requirements**

Landscaping shall be provided as required by LBMC Chapter 21.42 (Landscaping Standards) unless otherwise noted.

### **Fences and Garden Walls**

Fences and garden walls are not permitted within required front street setbacks unless granted through the Site Plan Review process. Otherwise, fences and garden walls are permitted accessory structures subject to the development standards contained in LBMC Chapter 21.43 (Fences and Garden Walls).

### **Signs**

On-premises signs are permitted in all districts subject to the requirements of LBMC Chapter 21.44 (On-premise Signs).

### **Right-of-way Dedications and Improvements**

Public rights-of-way shall be reserved, dedicated and improved as provided for in LBMC Chapter 21.47 (Dedication, Reservation and Improvement of Public Rights-of-Way).

## Special Development Standards

### Sub Area 7:

This sub area located immediately west of Lakewood Boulevard shall be primarily an office commercial use zone along with R&D, some light industrial uses and aviation-related uses south of “G” Street. In addition, hotel use will be located adjacent to one of the following: Lakewood Boulevard, “F” Street or “G” Street.

Along “F” Street, this sub area is the southern edge of a major “gateway” to the project, and shall be part of the Mixed Use Overlay zone in conjunction with Sub Area 1. This overlay zone is envisioned as an active “main street” pedestrian edge with ground floor retail storefronts, pedestrian serving uses, hotel lobby/ public uses, and upper story commercial uses, along with special on-street parking provisions.

#### Mixed Use Overlay Zone

Frontages along “F” Street shall provide pedestrian-oriented uses, which are defined to include the following:

- Restaurants & ready-to-eat foods
- Retail sales
- Personal service uses
- Lobbies of: hotels, office buildings, residential developments, movie/live theaters, or of any other entertainment uses
- Public plazas and outdoor dining areas.

Pedestrian-oriented uses shall occupy at least 60% of the ground floor building frontage on streets where active pedestrian uses are required. “Shadow” art galleries, historical displays, artist studios, back office uses or sales offices may be allowed as temporary transitional uses.

#### *Minimum Depth of Ground Floor Space*

Within the Mixed Use Overlay Zone, ground floor spaces shall have a minimum average depth of 50 feet. Exceptions to this requirement may be granted through Site Plan Review.

#### *Display/Clear Window Requirement*

Clear, non-reflective display windows/doors shall comprise at least 60% of the ground floor street facade of pedestrian-oriented uses. Such glass should be clear with an exterior daylight reflectance of not more than eight percent (8%). Ground floor wall sections without windows should be not more than 5 feet in width, and the maximum height of the bottom sill of required display windows shall not exceed 30 inches above the adjacent sidewalk.

#### *First Floor Elevation*

In order to promote easy pedestrian access, the first level of buildings which require ground floor pedestrian oriented uses shall have a floor elevation which approximates the elevation of the adjacent sidewalk.

#### *Setback*

Required setback along streets with pedestrian serving uses shall be hardscape and shall be considered an extension of the sidewalk. No landscape of such setback is allowed.

#### *Awnings and Canopies*

Store front awnings are required, unless waived through the Site Plan Review process. The minimum vertical clearance between the ground or street level and the bottom of the awning should be 10 feet. Awnings should be placed below the ground floor cornice (or below the sills of the second story windows if no cornice exists). Awnings should be divided into sections to reflect the major vertical divisions of the facade. The awning/canopy may encroach over the public sidewalk provided at least 4 feet of clearance is maintained from the street curb line. For awnings and canopies, the materials, shape, rigidity, reflectance, color, lighting, and signage, should relate to the architectural design of the building.

*Entrances Facing the Street*

Entrances to uses on ground and upper floors must open onto the public right-of-way. Entrance doors should be setback at least three feet from the property line in order to avoid encroachment on to right-of-way.

*Exterior Design*

Exterior elevations shall be designed with extensive articulation to create visual interest and enhance pedestrian activity along the site. Three dimensional elements such as cornices, pilasters and structural bays shall be used to break up the facade planes. Ground floor facades shall be distinguished from upper floors by cornices, changes of material and/or other architectural devices.

*Build-to line standard*

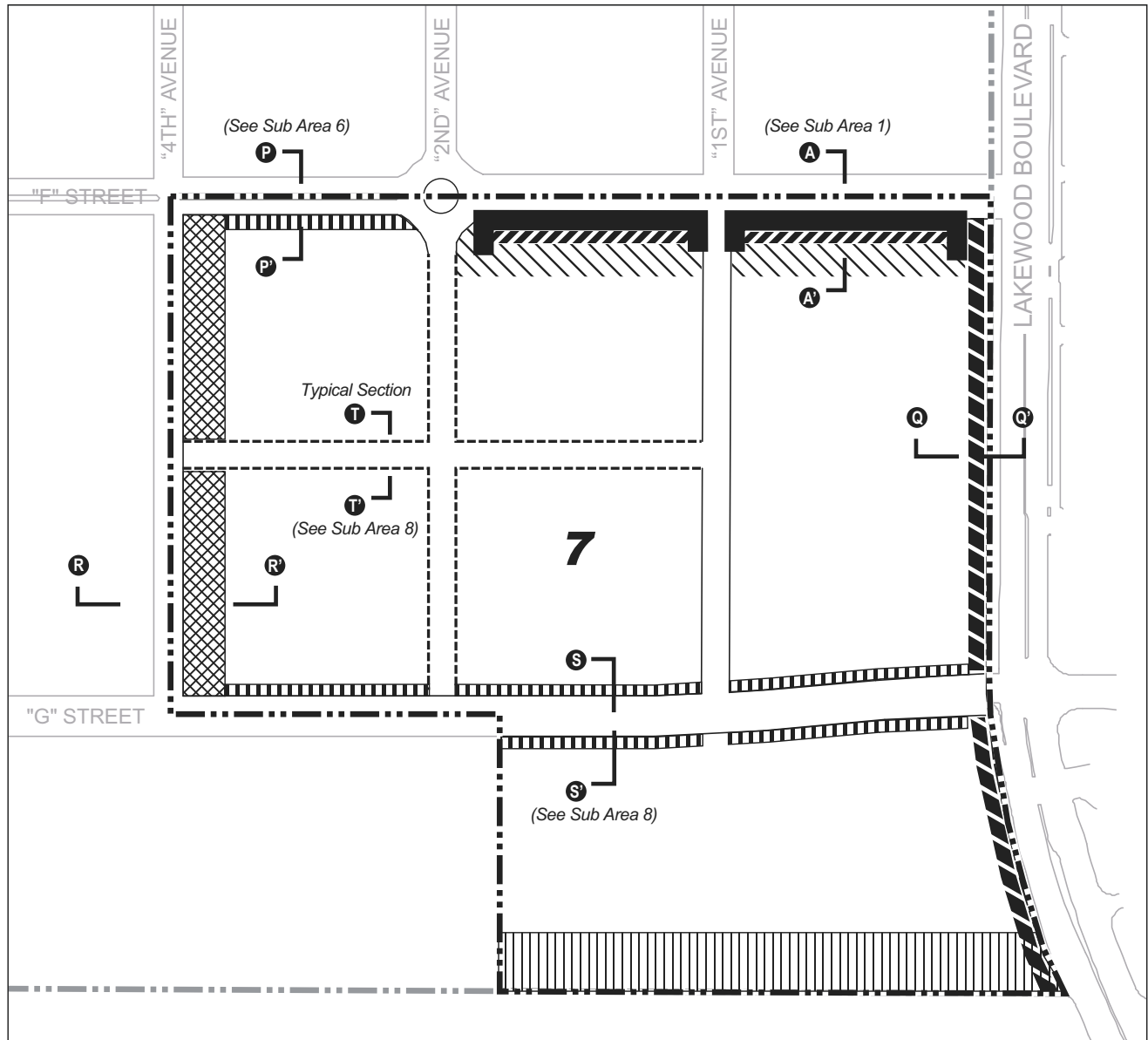
A primary build-to line is established for buildings fronting “F” Street. At least 60% of the ground floor building frontage at a minimum height of 16 feet shall be constructed along the established build-to-line. Arcades, colonnades, porches, and articulated courtyard walls built along such line can be used to satisfy this requirement.

If the remaining portion of the ground floor is setback, it shall not be more than 20 feet in length nor setback more than 10 feet from the build-to-line, in order to maintain the continuity of the intended street wall.

**Facade Articulation**

Along “F” Street, no continuous building wall shall extend more than 60 feet in width without a facade articulation element.

Blank walls are not allowed along “F”. Elsewhere, the maximum width of a blank wall without articulation or relief of at least 6 inches in depth shall be 25 feet. Facade articulation shall consist of elements such as expressed structural bays, pilasters, moldings, recessed wall panels, or display features to create visual interest.



55' Minimum Building Setback  
along "4th" Avenue



26' Minimum Building Setback  
along Lakewood Boulevard



18' Minimum Building Setback  
along "F" & "G" Streets



8' Min. Building 'Step-Back'  
at 2nd. / 3rd. Story  
(Refer to Section A-A')



Primary 'Build-To' Lines



Preferred Location of Access Streets



Mixed Use Overlay Zone



Building Restriction Zone \*  
(Parking may be permitted  
subject to City approval)

\* For Reference Only :Based on the City of Long Beach  
Airport Runway Approach Zones Standards for determining  
obstructions to Air Navigation. As per Part 77 of the FAA  
Regulations Map dated 6-21-1982 (or as updated).

Figure 40 : Sub Area 7



**Building Stepbacks**

Building stepbacks are in addition to building setbacks, and are established to create height and bulk transitions between buildings and public streets/ alleys/ parks, as well as between higher density uses and lower density uses. These transitions shall be controlled by building setback/ stepback requirements as shown in the illustrative sections included in this section of the document.

**Vehicular Driveway Access**

Vehicular driveway access is prohibited along frontages which require pedestrian-oriented uses. All other vehicular access shall be taken via secondary/ local streets that will not disrupt pedestrian circulation. Future access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. This requirement may be modified through the Site Plan Review process if necessary.

**Electrical Substation**

An electrical substation may be developed in this Sub Area. Southern California Edison has provided general information on the size of the facility. The substation shall have a maximum footprint of approximately 230-feet by 305-feet, and power lines connecting to the substation shall be routed through new underground substructures.

The substation shall have a low profile structure (equipment will be approximately 20 feet in height) and underground feed lines, with an 8-foot perimeter masonry screen wall located at the building setback line, and associated perimeter landscaping between the right-of-way and the wall consisting of trees, shrubs, and ground cover.

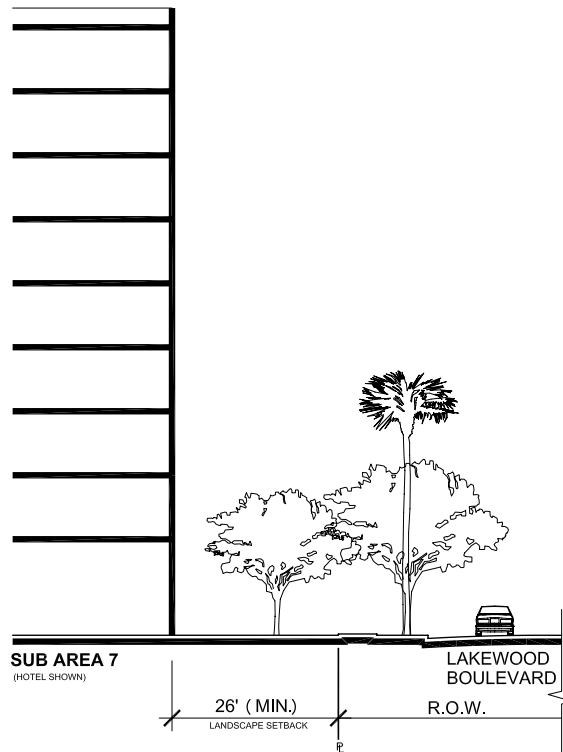


Figure 41 : Section Q-Q'

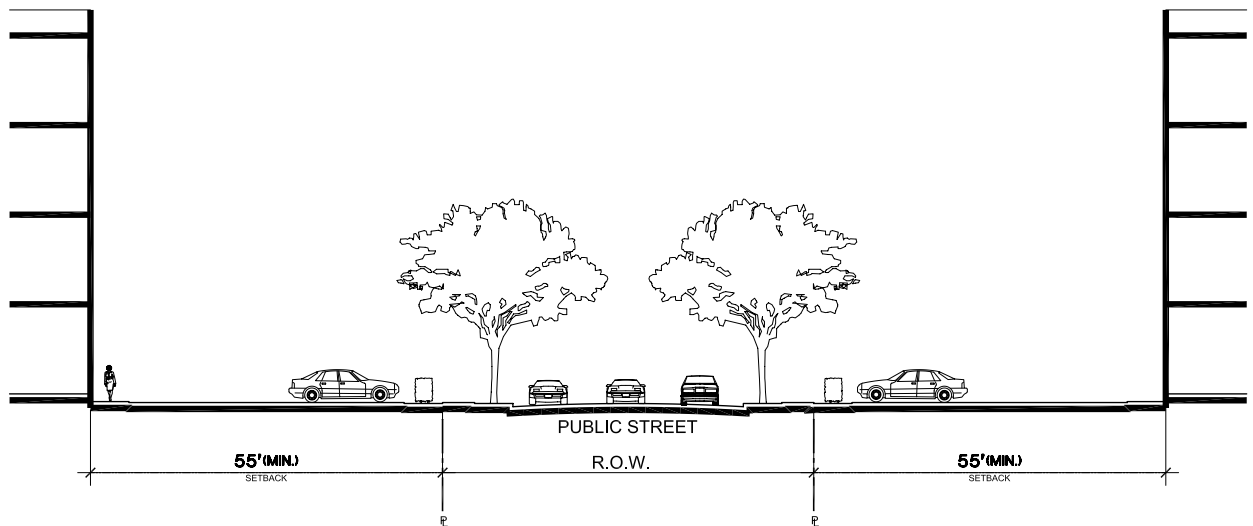


Figure 42 : Section R-R'

## **Sub Area 8:**

### **Sub Area 8A:**

This sub area shall be primarily a Research & Development and light industrial zone, along with aviation-related uses south of “G” Street. Uses allowed in Sub Area 7, are also allowed in this Sub Area.

### **Sub Area 8B:**

Sub area 8B, also known as the Boeing Enclave, will allow aviation-related uses associated with the existing area to continue. Should current operations of this sub area be discontinued, the area will be developed with uses consistent with Sub Area 8A, and the following development standards shall apply to both.

#### **Continuous Building Edge/ Facade Articulation**

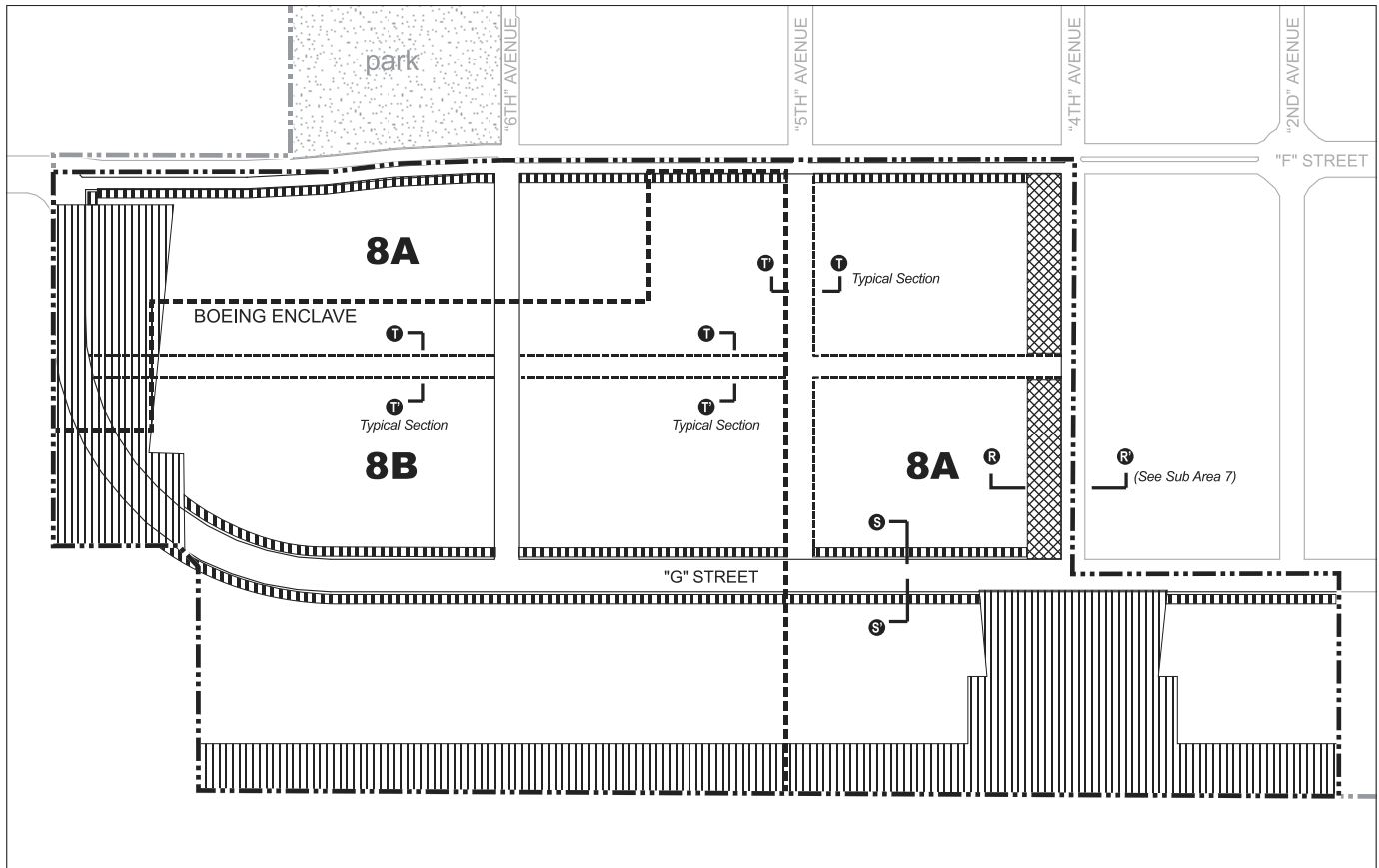
Along “F” Street, no continuous building wall shall extend more than 100 feet in width without a facade articulation element. Blank walls are discouraged, and the maximum width of a blank wall without articulation or relief of at least 6 inches in depth shall be 25 feet. Facade articulation shall consist of elements such as expressed structural bays, pilasters, moldings, recessed wall panels, or display features to create visual interest.

#### **Vehicular Driveway Access**

Future access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. This requirement may be waived through the Site Plan Review process if necessary.

#### **Boeing Enclave Screening**

The 48-acre Boeing Enclave, in which a variety of aircraft production-related uses presently operate is expected to remain operational during project construction for all or a portion of the development period until Boeing no longer has use for the Enclave in its current capacity. While in operation, an evergreen landscape hedge shall be installed on the eastern side of the Enclave and on the north side of the fence surrounding the Enclave to provide screening.



55' Minimum Building Setback  
along "4th" Avenue



18' Minimum Building Setback  
along "F" & "G" Streets



Preferred Location of  
Access Streets



Building Restriction Zone \*  
(Parking may be permitted subject to City approval)

\* For Reference Only :Based on the City of Long Beach  
Airport Runway Approach Zones Standards for determining  
obstructions to Air Navigation.  
As per Part 77 of the FAA Regulations Map dated 6-21-1982  
(or as updated).

Figure 43 : Sub Areas 8A and 8B

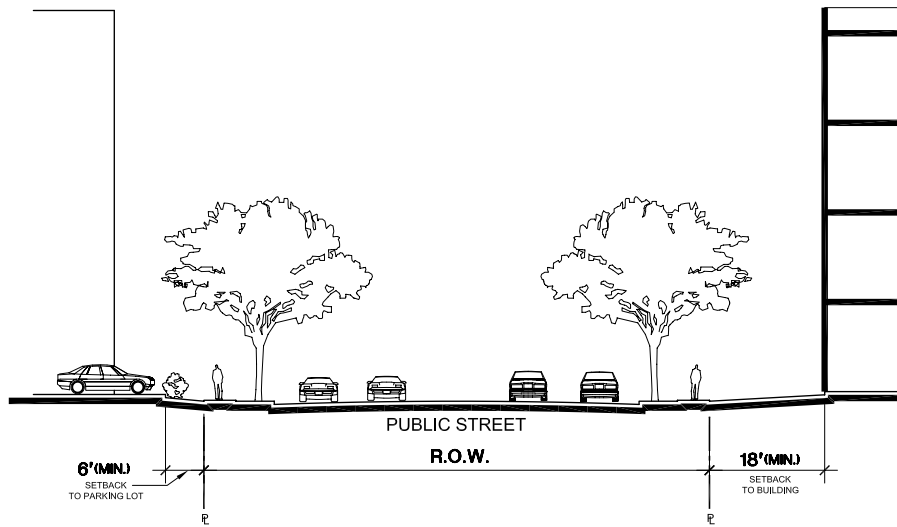


Figure 44 : Section S-S'

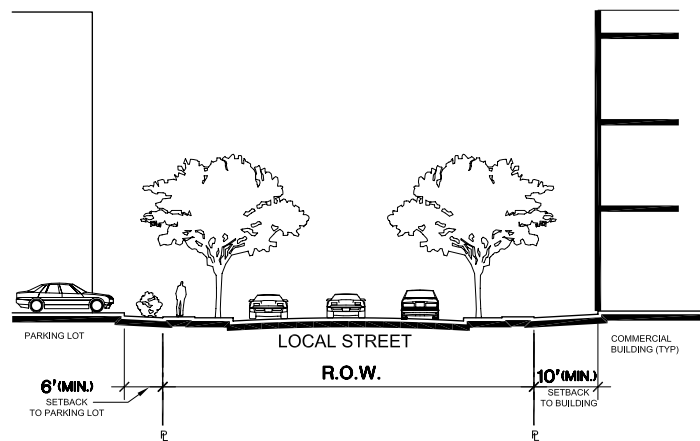


Figure 45 : Section T-T'



# **D i v i s i o n   V**

## **A p p e n d i x**





## Appendix

### Master Street Tree Plan

The Master Street Tree Plan provides the suggested tree species, size, and spacing for the outlined streets below. Builder is to submit Landscape plans to the Director of Public Works for approval. The Director of Public Works may approve alternate species. Submittal requirements shall comply with the provisions of Chapter 21.25 (Specific Procedures) of the LBMC.

#### *Frame Work Streets*

“F” Street (Mixed Use - Lakewood Boulevard to “2nd”)

Pyrus calleryana ‘Bradford’ - Bradford Pear

36” Box - 30’ o.c.

Phoenix dactylifera - Date Palm

18’ BTH - 30’ o.c.

“F” Street (Residential/Commercial/Industrial - “2nd” to Paramount Blvd.)

Quercus Ilex - Holly Oak

36” Box - 35’ o.c.

“G” Street

Magnolia grandiflora – Magnolia

36” Box - 35’ o.c.

“2nd” Avenue

Jacaranda mimosifolia - Jacaranda

36” Box - 35’ o.c.

“4th” Street Avenue

Ulmus parvifolia – Chinese Elm

36” Box - 40’ o.c.

“C” Street

Cinnamomum camphora - Camphor Tree

36” Box - 40’ o.c.

#### *Residential Sub Streets*

“A” Street (Park Frontage - “2nd” Avenue to “3rd” Avenue)

Jacaranda mimosifolia - Jacaranda

36” Box - 35’ o.c.

“A” Street (“3rd” Avenue to “5th” Avenue)

Platanus x acerfolia - London Plane Tree

24” Box - 35’ o.c.

“B” Street

Cupaniopsis anacardioides - Carrot Wood

24” Box - 30’ o.c.

“D” Street

Pyrus calleryana ‘Bradford’ - Bradford Pear  
24” Box - 30’ o.c.

“E” Street

Liquidambar styraciflua – American Sweet Gum  
24” Box - 30’ o.c.

“1st” Avenue

Magnolia grandiflora - Magnolia  
24” Box - 35’ o.c.

“3rd” Avenue (Park Frontage)

Jacaranda mimosifolia - Jacaranda  
36” Box - 35’ o.c.

“5th” Avenue

Platanus x acerfolia - London Plane Tree  
24” Box - 35’ o.c.

*Industrial Sub Streets*

6th Street (Industrial/Park and Residential Frontage)

Ulmus parvifolia - Chinese Elm  
24” Box - 40’ o.c.

*Setback*

Eucalyptus species - Eucalyptus  
24” Box - 25’ o.c.  
Melaleuca quinquenervia - Cajeput Tree  
36” Box - 25’ o.c.  
Pinus species - Pine  
36” Box - 30’ o.c.  
Tristania conferta - Brisbane Box  
24” Box - 25’ o.c.

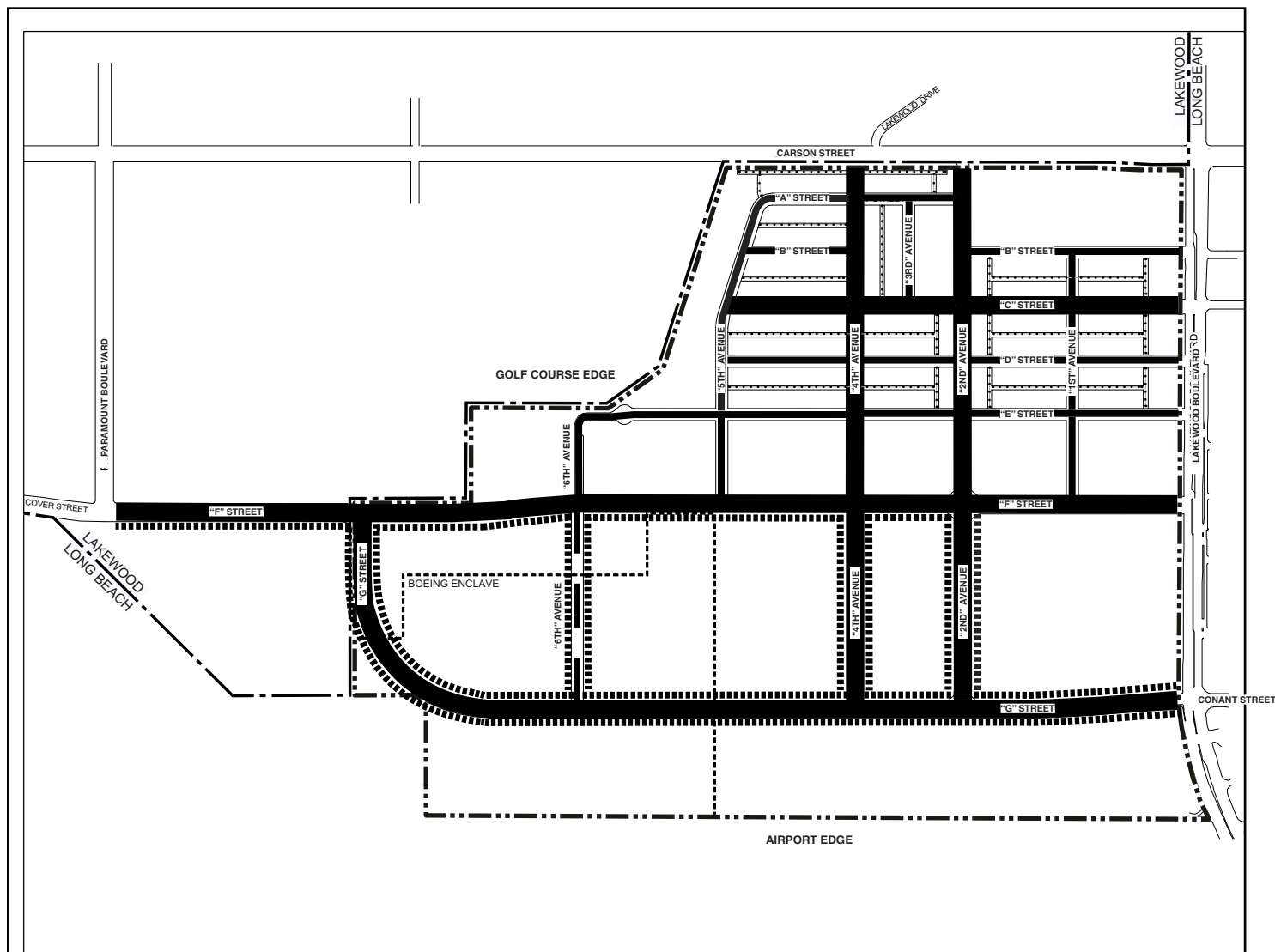


Figure 46 : Master Street Tree Plan

### *Alleys*

Cupressus sempervirens – Italian Cypress  
24” Box  
Geijera parviflora – Australian Willow  
24” box  
Lagerstroemia indica - Crape Myrtle  
24” Box  
Melaleuca quinquenervia - Cajeput Tree  
15 Gallon  
Metrosideros excelsus - New Zealand Christmas Tree  
24” Box  
Thevetia peruviana - Yellow Oleander  
24” Box  
Tristania conferta – Brisbane Box  
15 Gallon

### *Edges*

Lakewood Boulevard (Airport Edge to Carson Street)  
Pyrus Calleryana ‘Bradford’ - Bradford Pear  
36” Box - 30’ o.c.  
Phoenix dactylifera - Date Palm (Where Height Restrictions Permit)  
18’ BTH - 30’ o.c.

#### Carson Street Edge

Eucalyptus species - Eucalyptus  
24” Box - 30’ o.c.  
Melaleuca quinquenervia - Cajeput Tree  
24” Box - 25’ o.c.  
Pinus species – Pine  
24” Box - 30’ o.c.

#### Golf Course Edge

Eucalyptus species - Eucalyptus  
24” Box - 30’ o.c.  
Melaleuca quinquenervia - Cajeput Tree  
24” Box - 25’ o.c.  
Pinus species – Pine  
24” Box - 30’ o.c.

#### Airport Edge

(Due to height restrictions edge will be screened with vines.)  
Distictis buccinatoria - Blood Red Trumpet Vine  
15 gallon - 15’ o.c.  
Lonicera japonica - Japanese Honeysuckle  
15 gallon - 15’ o.c.



